



Havant Thicket Reservoir

Reserved Matters Application – Phase 4 – Southern Access Road

Planning Statement

For Future Water MJJV Ltd

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Adams Hendry Consulting Ltd.

Sheridan House, 40 – 43 Jewry Street, Winchester, SO23 8RY

T 01962 877414

E info@adamshendry.co.uk

www.adamshendry.co.uk

Author Name: James Clancy

Date: June 2026

Approved by: Andy Turner

Date: June 2026

Certified to ISO9001 Standard



ISO 9001 Registration Number Q10324

Registered Office: Sheridan House, 40 – 43 Jewry Street, Winchester, SO23 8RY

Registered in England No. 3804753 VAT Registration No. 807 9759 79



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1 Introduction

- 1.1 This Planning Statement supports the application for the approval of Reserved Matters relating to Phase 4 – Southern Access Road (SAR), in connection with the Section 73 Planning Permission reference APP/24/00312 as amended by NMA approvals APP/25/00837 and APP/25/00859 (hereafter referred to as the ‘Section 73 permission’) for a reservoir and associated infrastructure on land at Havant Thicket, adjacent to Sir George Staunton Country Park and Middle Park Way, Havant.
- 1.2 As part of the hybrid consent, outline planning permission was granted for the SAR, subject to the approval of reserved matters pursuant to Condition 2. This application is seeking approval of the following Reserved Matters for Phase 4 - SAR, the details of which are set out in Section 2 of this Statement:
- Siting
 - Scale
 - External appearance
 - Landscaping
- 1.3 This Reserved Matters Application (RMA) is for the red line area as shown on drawing reference: HTR-GHD-P4-SA-DR-T-0001-P04 – Application Boundary. This fits with the RMA (APP/24/00311 as amended by NMA approvals APP/25/00837 and APP/25/00859) already approved for Phase 3 main embankment. It also excludes all development and landscaping to the south which will form part of the RMAs for Phases 7 and 8 and the Visitor Centre to the north which will form part of the RMA for Phase 9.

Overview of the Approved Reservoir Scheme

- 1.4 The reservoir, when constructed, will be filled with surplus water drawn from the springs at the Bedhampton Pumping Station when flows are at their highest in Winter and stored at the reservoir to enable provision of supply 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.
- 1.5 Complementary to its infrastructure resilience function, the reservoir will provide a new recreational facility/resource 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.
- 1.6 The Reservoir 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)).

Reserved Matters Application Documents

- 1.7 The Reserved Matters application comprises the following documents:
- Covering letter
 - Application form
 - Planning Supporting Statement (this document)
 - Statement of Community Involvement
 - Statement of Conformity with the Environmental Statement (Phase 4 – SAR)
 - Road Safety Audit and Designer's Response
 - Application drawings – as set out in Section 2 of this Planning Statement

Environmental Impact Assessment

- 1.8 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). The EIA process was based on the parameters for a range of elements as set out in the Development Specification that was submitted and approved as part of the respective planning permissions.
- 1.9 An ES Addendum (2024) was submitted with the Section 73 application, which concluded that there are no new or materially different significant effects to those identified in the 2020 ES.
- 1.10 A Statement of Conformity with the Environmental Statement (Phase 4 – SAR) has been submitted as part of the Reserved Matters application. The report considers whether the proposed detailed design for the SAR is likely to give rise to any new or materially different effects to those identified in the 2020 ES and the 2024 ES Addendum. The report concludes that the Phase 4 SAR design submitted for Reserved Matters approval does not give rise to any new or materially different effects to those reported in the 2020 ES and the 2024 ES Addendum.

Public Consultation and Engagement

- 1.11 As part of the preparation of this Phase 4 – SAR RMA consultation has been undertaken with a variety of local stakeholders prior to submission of the application as set out below.
- 1.12 Local stakeholder engagement commenced in January 2025 with workshop invitations sent to the HTR Stakeholder Advisory Group accompanied by an advance drawing pack. Six stakeholders provided written feedback on the content presented which included a clear desire for the SAR to be a single lane.
- 1.13 A Stakeholder Workshop was held on the 28 January 2025 with 18 stakeholders attending. Two design options were presented:
- Option A – Dual lane road
 - Option B – Single lane road with passing places
- 1.14 After the workshop session the presentation was supplied to all members of the Stakeholder Advisory Group.

- 1.15 As a direct result of the feedback through the workshop, the SAR has been designed to include the following:
- A single lane road with passing places which replicates the Northern Access Road.
 - Two equestrian crossings have been provided:
 - The formal crossing point between bridleways 121 and 120 includes the additional of equestrian holding areas on each side of the proposed crossing. The holding areas provide a 5 x 10m fenced area for bridleway users to safely wait before crossing the SAR.
 - A permissive bridleway crossing point has been added in closer proximity to the junction with Swanmore Road.
 - An access barrier is proposed at the Swanmore Road junction.
 - The road will be asphalt surfaced with the maintenance track made up of compacted gravel.
 - The road is sited away from the root protection zones and ancient woodland buffer zone where possible. It has not been possible to avoid the 15m buffer completely due to fixed location of the junction with Swanmore Road and ensuring sufficient passing bays to comply with highway safety standards.
 - A 1.2m native hedgerow is planted along the entire length of the verge between the SAR and the bridleway 120 to provide a defined separation. The hedgerow also connects into the understory and tree canopy at the wildlife crossing point near the Swanmore Road junction. To address a request by the British Horse Society none of the species of hedgerow are poisonous to horses according to the list on the British Horse Society and Blue Cross websites.
 - The landscaping at the SAR junction has been revised to incorporate additional planting and increased connectivity with the wildlife corridor crossing point.
- 1.16 Further details and outcomes of the consultation are set out in the Statement of Community Involvement submitted as part of the Reserved Matters application.

Pre-application advice

- 1.17 A request for pre application advice was submitted to Hampshire County Council Highways Officer in March 2025. A series of points were raised:
- Further details are required in relation to proposed access controls.
 - The controlled crossing provisions need to cater for all users and be designed in accordance with guidance documents.
 - No formal holding areas are provided for equestrians at the proposed crossing points
 - Passing places are shown at 110m intervals. These are recommended to be provided every 60-70m.
 - A Road Safety Audit is required.
- 1.18 A copy of the pre application advice from Hampshire County Council Highways Officer is attached to this Statement (Appendix A).
- 1.19 As a result of the pre-application advice the design for the SAR has been amended as follows:
- The formal bridleway crossing at chainage 350 has been revised to a 5m width and formal equestrian holding areas (5 x 10m in width) incorporated on each side of the crossing.

- 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.
 - Minor adjustments made to the alignment in the vicinity of both crossings to ensure that required visibility splays can be achieved.
 - 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.
 - A Road Safety Audit was prepared to demonstrate that the SAR has been designed to be suitable and safe.
- 1.20 A subsequent request for pre application advice was submitted in March 2026 which included a Road Safety Audit and Designer Response. HCC provided a response on the 14th May 2026 (Appendix C). A series of points were raised:
- Kerb height at the equestrian crossing should be flush so that cyclists and pedestrians can safely negotiate the crossing.
 - Visibility splay at northern most equestrian crossing at chainage 350 has a visibility splay which passes outside of the RMA boundary.
 - Vehicle swept path at the junction between the SAR, maintenance track and crest track indicates vehicles are fouling the verges.
 - No Designers Response provided – A Designers Response was provided with the pre-application submission but this may have been overlooked or misplaced. The Designers Response addresses the points outlined in the Road Safety Audit and also the comments made in the HCC response.
 - A boundary feature is required to prevent overspill of compacted stone surface onto the access road from the maintenance track.
 - Need to confirm appropriate material for the permissive bridleway crossing.
- 1.21 As a result of the pre-application advice and to address the points from the Road Safety Audit as set out in the Designers Response the design for the SAR has been amended as follows:
- Kerb heights – The kerb heights at the bridleway crossing points have been amended to be flush with the carriageway.
 - Visibility splays – The RMA boundary has been adjusted to include the full visibility splay within the red line boundary in order to provide confirmation that the visibility splay can be achieved.
 - Swept path – The swept path has been re-run to demonstrate that vehicles can use the junction without fouling the verges.
 - Boundary feature between maintenance track and access road – A 2m area of bound material has been provided between the maintenance track and access road to prevent overspill of compacted stone surface. This is shown on drawing HTR-GHD-P4-SA-DR-T-0002-P06.
 - Surfacing of bridleway crossings – The bridleway crossings will be surfaced with compacted stone/ gravel and include a 2m area of bound material adjacent to the access road to prevent overspill of compacted stone onto the road. This is shown on drawing HTR-GHD-P4-SA-DR-T-009-P04.
 - Road composition – The main carriageway will be surfaced using bituminous pavement construction. Its composition is detailed on drawing no. HTR-GHD-P4-SA-DR-T-0005-P06.

- Speed limit signage on construction drawings – Speed limit signage has been included at each end of the SAR, as shown on drawing no. HTR-GHD-P4-SA-DR-T-0040 – P02.
- 1.22 A pre application response has also been received from the Tree Officer (Appendix D) outlining that from an arboricultural perspective there are no objections. Clarification was provided that the formal and permissive crossings use existing gaps within the tree line and therefore no tree removal is required at these locations. The planting schedule was confirmed to be a mix of tree species which had been developed in line with Natural England guidance for specific ecological mitigation measures for Hazel Dormouse.
- 1.23 A response has also been received from the Council's Ecologist (Appendix E) which confirms that the Council are content that the potential ecological impacts have been considered and that the proposed native hedgerow and canopy-level pinch point are a sensible and proportionate solution to potential impacts to e.g Hazel Dormouse.

Structure of this Planning Statement

- 1.24 This Planning Statement provides:
- a description of the Reserved Matters development relating to Phase 4 – SAR (Section 2)
 - a description of how the proposals comply with the development parameters and the development specification set by the Section 73 permission in Section 3.
 - A description of the Reserved Matters developments accordance with planning policy (Section 4).
 - A summary and conclusion (Section 5).
- 1.25 This planning statement sets out that the siting, scale, appearance, and landscaping of the SAR accords with the approved outline design parameters and development specification. The Statement also explains how the submitted information serves to provide sufficient detail to discharge the Reserved Matters application.

Discharge of Planning Conditions

- 1.26 Separate applications are also being made to HBC to discharge the requirements of the various conditions attached to the Section 73 permission relevant to this phase of the development. These include:
- Condition 28 – Landscape Details and Drawings (Phase 4)
 - Condition 36 – Ecological Mitigation and Enhancement Report (Phase 4)
- 1.27 Details relating to the management of surface water are included within this RMA. 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 and Phase 8 reserved matters applications.

2 Description of Reserved Matters Development

Context of the SAR including Design Evolution

- 2.1 The objective of the SAR is to provide a secondary access to visitors of Havant Thicket Reservoir, serving only local traffic, with the Northern Access Road the main access for non-local traffic. The SAR will be a no through route to prevent rat running in accordance with condition 18 of the Hybrid permission. It's junction with Swanmore Road already has consent under the S73 permission and is therefore fixed and outside of the scope of this reserved matters application. The junction works have been agreed and will be delivered through a Section 278 Agreement with Hampshire County Council.
- 2.2 The Section 73 permission illustrated the SAR as a 6m wide dual lane road with an adjacent 4m reservoir operational maintenance track which forms the diverted bridleway 121.
- 2.3 As highlighted in the previous section in refining the design of the SAR, Future Water have actively engaged with stakeholders to ensure that the original design proposals and scheme parameters are respected to ensure that a suitable proposal can be developed.
- 2.4 Following feedback from Stakeholders, the SAR design has evolved from a dual lane road of 6m width along its full length, to a dual lane from the junction with Swanmore Road narrowing to a single lane road 3.65m wide with passing places leading toward was the location of the visitors centre. In accordance with the environmentally led principles of the reservoir, the reduction in width of the road has the advantages of reducing the overall footprint, thereby reducing the use of construction materials and thus providing greater areas of landscaping and environmental enhancements. It also has the advantage of minimising encroachment into the 15m buffer from ancient woodland.
- 2.5 In addition, the design has also evolved to enable improved public access across the SAR, as requested by stakeholders, with an additional permissive crossing to link bridleways 121 and 120 to the south of the formally designated bridleway 121 crossing.
- 2.6 The reduction in width of the road does not affect its operation or safety as highlighted in the Road Safety Audit.

Description of the Development

- 2.7 The SAR will provide vehicular access to Havant Thicket Reservoir from Swanmore Road and will be owned and operated by Portsmouth Water.
- 2.8 The SAR is designed as a dual lane (approximately 6m in width) road from the junction with Swanmore Road then narrowing to a single carriageway 3.65m wide road once traffic has safely exited the public highway and suitable forward visibility to enable reduced width has been achieved. The SAR has a bituminous pavement construction, with passing bays located at intervals along its length.

- 2.9 Drawing HTR-GHD-P4-SA-DR-T-0012-P03 (Tree Protection) illustrates where the SAR has limited unavoidable incursions into the 15m ancient woodland buffer in order to meet the required highway safety standards and access requirements.
- 2.10 Surface water run-off from the SAR will be directed towards the 3m wide margin to the east of the carriageway, where the run-off will be collected via a filter drain.
- 2.11 A separate maintenance track surfaced with compacted stone runs to the east of the SAR along the western edge of the main reservoir embankment toe. The maintenance track will be used by Portsmouth Water operations teams to provide access to the Control House and maintain the reservoir. The maintenance track also forms the route of the diverted bridleway 120 and will therefore be used by pedestrians, horses, and cyclists accessing the Havant Thicket Reservoir site. A speed limit of 10mph is to be enforced to manage potential conflicts with pedestrians, horses and cyclists.
- 2.12 Drawing HTR-GHD-P4-SA-DR-T-0011-P04 (Public Access) shows that a bridleway crossing point and a permissive bridleway crossing point have been incorporated in the SAR design which will link Bridleway 121 in woodland to the west of the SAR (outside the main reservoir site boundary) and diverted Bridleway 120. The bridleway crossing and permissive bridleway crossing point will comprise compacted stone/ gravel with a 2m area of bound material adjacent to the access road to prevent overspill of compacted stone onto the road. To assist with ensuring the root protection areas (RPAs) are preserved to the west of the SAR a cell web construction method will be used as shown on drawing HTR-GHD-P4-SA-DR-T-0012-P03.
- 2.13 A gate is proposed to be located at the Swanmore Road junction which will be positioned 12.8m back from the highway boundary preventing any potential queuing back towards the junction.
- 2.14 The details of the access gate are proposed to condition on the RMA approval to be submitted to the Local Planning Authority for approval. The following wording is suggested for the planning condition which was previously used the Local Planning Authority for Phase 1 RMA:

‘Prior to the first use of the Phase 4 Southern Access Route by the visiting public, details of the main southern access gate shall be submitted to and approved in writing by the Local Planning Authority.’

- 2.15 The following drawings have been prepared by Future Water for the Phase 4 Reserved Matters application:

- HTR-GHD-P4-SA-DR-T-0001-P04 – Application Boundary
- HTR-GHD-P4-SA-DR-T-0002-P06 - Landscape Hardworks and Softworks Sheet 1 of 3
- HTR-GHD-P4-SA-DR-T-0003-P06 - Landscape Hardworks and Softworks Sheet 2 of 3
- HTR-GHD-P4-SA-DR-T-0004-P06 - Landscape Hardworks and Softworks Sheet 3 of 3
- HTR-GHD-P4-SA-DR-T-0005-P06 - Landscape Cross Sections A-A to C-C
- HTR-GHD-P4-SA-DR-T-0006-P04 – Dormouse Mitigation Cross Section
- HTR-GHD-P4-SA-DR-T-0007-P04 – Existing Location Plan
- HTR-GHD-P4-SA-DR-T-0008-P04 – Site Proposals Plan
- HTR-GHD-P4-SA-DR-T-0009-P04 – Bridleway Crossings
- HTR-GHD-P4-SA-DR-T-0010-P04 – Landscape Sketch Gated Access/Fencing

- HTR-GHD-P4-SA-DR-T-0011-P04 – Public Access
- HTR-GHD-P4-SA-DR-T-0012-P03 – Tree Protection
- HTR-GHD-P4-SA-DR-T-0013-P03 – Horizontal Geometry
- HTR-GHD-P4-SA-DR-T-0014-P02 – Long Section – Sheet 1
- HTR-GHD-P4-SA-DR-T-0015-P02 – Long Section – Sheet 2
- HTR-GHD-P4-SA-DR-T-0016-P02 – Cross Sections – Sheet 1
- HTR-GHD-P4-SA-DR-T-0017-P02 – Cross Sections – Sheet 2
- HTR-GHD-P4-SA-DR-T-0018-P02 – Cross Sections – Sheet 3
- HTR-GHD-P4-SA-DR-T-0019-P02 – Cross Sections – Sheet 4
- HTR-GHD-P4-SA-DR-T-0020-P02 – Cross Sections – Sheet 5
- HTR-GHD-P4-SA-DR-T-0021-P02 – Cross Sections – Sheet 6
- HTR-GHD-P4-SA-DR-T-0022-P02 – Cross Sections – Sheet 7
- HTR-GHD-P4-SA-DR-T-0023-P02 – Swept Path Analysis – Sheet 1 of 2
- HTR-GHD-P4-SA-DR-T-0024-P03 – Swept Path Analysis – Sheet 2 of 2
- HTR-GHD-P4-SA-DR-T-0026-P02 – Drainage Layout GA
- HTR-GHD-P4-SA-DR-T-0028-P02 – Forward Visibility Sightline Splays
- HTR-GHD-P4-SA-DR-T-0029-P02 – Crossing Points Visibility Splays and Passing Place Interval Dimensions
- HTR-GHD-P4-SA-DR-T-0030 -P02 – Passing Place Swept Path Analysis and Forward Sightlines
- HTR-GHD-P4-SA-DR-T-0040 – P02 – Southern Access Road – Road Signs and Markings
- HTR-GHD-P4-SA-DR-T-0041 – P01 – Signage Details

Reserved Matters Application

- 2.16 The application is seeking approval of the following ‘reserved matters’ for the Phase 4 -SAR:
- Siting
 - Scale
 - External appearance
 - Landscaping
- 2.17 Each of the matters is addressed below providing reference to the application drawings that provide the detail.

Siting

- 2.18 As highlighted in the previous section, the SAR’s purpose is a secondary access to visitors of Havant Thicket Reservoir for local traffic from Swanmore Road.
- 2.19 The siting is dictated by the location of the fixed junction of the SAR with Swanmore Road and the toe of the reservoir embankment which already has consent under the Section 73 permission.
- 2.20 The siting of the SAR has also been influenced by the 15m ancient woodland buffer evolving from a dual lane carriageway to a single carriageway with passing places to minimise encroachment into the buffer as far as reasonably practicable.
- 2.21 Natural England provided a comment on the Hybrid permission in relation to the SAR and

acknowledged that whilst it is the preference that a buffer of minimum of 15 metres is fully met for the SAR, it is noted that this is not practicable for some sections of the southern access due to tight constraints.

- 2.22 The siting of the SAR is shown on application drawing numbers:
- HTR-GHD-P4-SA-DR-T-0001-P04 – Application Boundary
 - HTR-GHD-P4-SA-DR-T-0008-P04 – Site Proposals Plan
- 2.23 Following engagement with stakeholders the siting of the bridleway crossing and permissive bridleway crossing have been located at the location of the original alignment of bridleway 120 and an existing vegetation gap so that no additional trees need to be removed. These are shown on application drawing:
- HTR-GHD-P4-SA-DR-T-0009-P04 – Bridleway Crossings
 - HTR-GHD-P4-SA-DR-T-0011-P04 – Public Access
- 2.24 As set out in Section 3 of this Planning Statement, the siting of the SAR is in accordance with the parameters, principles and standards set out in Condition 2 of the approved Section 73 permission and the associated Development Specification. The siting of the SAR is therefore considered appropriate as part of the overall Havant Thicket Reservoir development.

Scale

- 2.25 The SAR is designed as a dual lane (approximately 6m in width) road from the junction with Swanmore Road, narrowing to a single carriageway 3.65m wide road with passing bays located at intervals along its length.
- 2.26 The scale of the SAR is shown on application drawing numbers:
- HTR-GHD-P4-SA-DR-T-0001-P04 – Application Boundary
 - HTR-GHD-P4-SA-DR-T-0008-P04 – Site Proposals Plan
 - HTR-GHD-P4-SA-DR-T-0013-P03 - Horizontal Geometry
 - HTR-GHD-P4-SA-DR-T-0014-P02 – Long Section – Sheet 1
 - HTR-GHD-P4-SA-DR-T-0015-P02 – Long Section – Sheet 2
 - HTR-GHD-P4-SA-DR-T-0016-P02 – Cross Sections – Sheet 1
 - HTR-GHD-P4-SA-DR-T-0017-P02 – Cross Sections – Sheet 2
 - HTR-GHD-P4-SA-DR-T-0018-P02 – Cross Sections – Sheet 3
 - HTR-GHD-P4-SA-DR-T-0019-P02 – Cross Sections – Sheet 4
 - HTR-GHD-P4-SA-DR-T-0020-P02 – Cross Sections – Sheet 5
 - HTR-GHD-P4-SA-DR-T-0021-P02 – Cross Sections – Sheet 6
 - HTR-GHD-P4-SA-DR-T-0022-P02 – Cross Sections – Sheet 7
- 2.27 As set out in Section 3 of this Planning Statement, the scale of the SAR is in accordance with the parameters, principles and standards set out in Condition 2 of the approved Section 73 permission, and the associated Development Specification.
- 2.28 The siting of the SAR has been influenced by the 15m ancient woodland buffer evolving from a dual lane carriageway to a single carriageway with passing places to minimise encroachment into the buffer as far as reasonably practicable.

- 2.29 In accordance with the detailed design standard and principles the operational maintenance track and crest pathway are proposed to be 4m wide.
- 2.30 As the overall footprint has been reduced from that illustrated in the outline drawings of the SAR the scale of the SAR is therefore considered appropriate as part of the overall Havant Thicket Reservoir development.

External Appearance and Landscaping

- 2.31 As set out in Section 3 of this Planning Statement, the external appearance is in accordance with the parameters, principles and standards set out in the approved Development Specification.
- 2.32 The external appearance of the SAR is shown on application drawing numbers:
- HTR-GHD-P4-SA-DR-T-0002-P06 - Landscape Hardworks and Softworks Sheet 1 of 3
 - HTR-GHD-P4-SA-DR-T-0003-P06 - Landscape Hardworks and Softworks Sheet 2 of 3
 - HTR-GHD-P4-SA-DR-T-0004-P04 - Landscape Hardworks and Softworks Sheet 3 of 3
 - HTR-GHD-P4-SA-DR-T-0010-P04 – Landscape Sketch Gated Access/Fencing
 - HTR-GHD-P4-SA-DR-T-0040-P02 - Southern Access Road – Road Signs and Markings
 - HTR-GHD-P4-SA-DR-T-0041-P01 - Signage Details
- 2.33 Following engagement with stakeholders a 1.2m native hedgerow is to be planted along the entire length of the verge between the SAR and the bridleway 120 to provide a defined separation. This will assist with maintaining and integrating with the rural landscape character and being sympathetic to surrounding views. As highlighted in the public consultation and engagement section none of the species of hedgerow to be used will be poisonous to horses.

As part of the dormice licence requirements the landscaping proposals also include native tree and scrub planting in particular at the wildlife crossing point near the Swanmore Road junction. The design in this area also excludes the use of kerbs and gulley pots to allow animals to cross across the open ground without obstruction. Above the carriageway a touching tree canopy will be formed to act as a wildlife crossing point for animals such as dormice to cross at high ground.

Drawing HTR-GHD-P4-SA-DR-T-0004-P06 illustrates the surfaces to be used in the SAR scheme. The surfacing of the SAR needs to on occasion be able to withstand manoeuvring of large vehicles onto the maintenance track and/or crest track. Therefore, to ensure durability, the SAR will be made using bituminous pavement construction instead of compacted stone. Soft engineering solutions will be used for the permissive and diverted bridleways, and respective holding areas, formed of compacted stone. The maintenance track will be surfaced with a top layer of fine aggregate to be laid prior to final rolling to provide a smooth finished surface. The bridleway holding areas will comprise compacted stone/ gravel with a 2m area of bound material adjacent to the access road to prevent overspill of compacted stone onto the road. To assist with ensuring the root protection areas (RPAs) are preserved to the west of the SAR a cell web construction method will be used as shown on drawing HTR-GHD-P4-SA-DR-T-0012-P03.

- 2.34 Drawing HTR-GHD-P4-SA-DR-T-0010-P04 illustrates the location of the timber post and rail fencing connecting to the proposed access gate at the Swanmore Road junction.

- 2.35 The design and operational details of the access gate are proposed to require approval by a planning condition on the SAR RMA. This will provide the opportunity for the incorporation of public art in an innovative and robust way.
- 2.36 It is anticipated the SAR will not routinely be accessible to vehicles during the hours of darkness and consequently, in accordance with Condition 20, there is no requirement for street lighting. Further details will be provided in the Site Management Plan to be submitted and approved under the S106 agreement.
- 2.37 The Ecological, Mitigation Compensation and Enhancement Measures document, submitted pursuant to Condition 36, provides details the ecological mitigation, compensation and enhancement measures and monitoring of mitigation measures for Phase 4 (the SAR).
- 2.38 The Ecological, Mitigation Compensation and Enhancement Measures document details that no additional trees will be removed, and tree protection fencing will be implemented in accordance with the Arboricultural Impact Assessment and Tree Protection Plan (HTR-RHD-ZZ-XX-RP-Z-0001) approved pursuant to Condition 27.
- 2.39 The landscaping design for the SAR has been carefully considered to be sympathetic and blend into the rural character whilst balancing the access requirements for the reservoir. The landscaping of the SAR is therefore considered appropriate as part of the overall Havant Thicket Reservoir development.

3 Accordance with Development Specification

- 3.1 The development is required to be carried out in accordance with the Development Specification that was submitted and approved as part of the Section 73 planning permissions.
- 3.2 The Development Specification requires the reserved matters application for the SAR to accord with:
- Scheme Parameters – Table 2.2 of the Development Specification
 - Scheme Environmental Design Principles – Paragraph 3.2 of the Development Specification
 - Detailed Design Standards and Principles – Paragraph 3.3 of the Development Specification
- 3.3 The following tables set out how the reserved matters application for the SAR accords with these.

Table 3.1 – Accordance with Scheme Parameters

Scheme Parameters	Accordance of reserved matters application
Vehicle Access - New junctions off B2149 (to the north) and Swanmore Road (to the south) - Fixed	As previously identified, the location of the junction with of the SAR with Swanmore Road is fixed. The RMA accords with this fixed location, tying into the S278 works for the junction.

Table 3.2 – Accordance with Scheme Environmental Design Principles

Design Principle	Accordance of reserved matters application
Create a safe environment to work and play. Use creative and intelligent design to minimise any short and long-term health and safety issues.	The SAR, along with the bridleway crossing points, has been designed to the appropriate HCC standards. A Road Safety Audit has been undertaken which demonstrates that the SAR has been designed to be suitable and safe.
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.	The overall footprint of the road has been reduced to integrate with the rural landscape character. Landscaping including native hedgerows and tree planting along with soft engineering solutions are incorporated into SAR design to maintain and integrate with the rural landscape character.
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.	A native hedgerow is to be planted along the entire length of the verge between the SAR and the bridleway 120 to provide a defined separation. Additional landscaping is also included along the length of the SAR. This will assist with maintaining and integrating with the rural landscape character and being sympathetic to surrounding views.
Design to minimise whole life costs such as maintenance and need for replacement	To ensure durability of the SAR and allow for large vehicle manoeuvres to and from the maintenance

Design Principle	Accordance of reserved matters application
ensuring durability in a challenging public setting and flexibility in the design to manage future requirements.	track it will made using bituminous pavement construction.
Maintain and enhance public access to the site, optimise opportunities to link to existing walking, cycling and bridleway routes.	The SAR provides diversions and links with Bridleway 121 to Swanmore Road and the new access into the reservoir site. Public access is shown on drawing: HTR-GHD-P4-SA-DR-T-0011-P04
Design of the site and all facilities for all ages and abilities.	<p>A Road Safety Audit has been undertaken which demonstrates that the SAR has been designed to be suitable and safe.</p> <p>A native hedgerow is to be planted entire length of the verge between the SAR and the bridleway 120 to provide a defined separation between users.</p> <p>The surfacing of the maintenance track / bridleway 120 and the crossing points has been designed to be suitable for all ages and abilities.</p>
Incorporate recreational facilities that are in keeping with the quiet enjoyment of the countryside setting, optimising health and wellbeing opportunities.	As highlighted above the SAR provides links to existing bridleways to allow for recreational activities as shown on drawing: HTR-GHD-P4-SA-DR-T-0011-P04
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.	<p>Specific dormouse mitigation measures have been included in the design of SAR, along with additional landscaping to provide a wildlife corridor along the western boundary of the reservoir site.</p> <p>No further trees require removal as part of the RMA design for the SAR.</p>
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).	No further loss of ancient woodland is required as part of the design. The SAR has been designed to avoid the 15m buffer from ancient woodland as much as possible. It has not been possible to avoid the 15m buffer completely due to fixed location of the junction with Swanmore Road and ensuring sufficient passing bays to comply with highway safety standards.
Incorporate public art into the design in an innovative and robust way.	The design of the access gate will be confirmed in conjunction with the design for the northern access road, the details of which are proposed to require approval by a planning condition on the SAR RMA. This will provide the opportunity for the incorporation of public art in an innovative and robust way.
<p>Optimise opportunities for a sustainable design where practical to include:</p> <ul style="list-style-type: none"> Improving energy efficiency in base design, consider decentralised low carbon energy sources to achieve an overall improvement in operational energy efficiency. Improving climate resilience of the reservoir, ensuring management of 	<p>Design of the reservoir and SAR has been completed based on the latest guidance on climate change effects on extreme floods.</p> <p>The design has sought to reduce the use of construction materials, which has specifically been achieved by the evolution of the design of SAR to include a section of single lane road with passing places, and construction will use the most energy efficient equipment and construction methods.</p>

Design Principle	Accordance of reserved matters application
<p>reservoir flows, considering whole life sustainability impacts.</p> <ul style="list-style-type: none"> Minimising material quantities as much as possible and select alternative low carbon materials in design wherever possible. 	
Support the UK's Net Zero Carbon target by minimising where practical greenhouse gas emissions at all stages of the infrastructure lifecycle, and maximising opportunities for greenhouse gas removals through sequestration by vegetation and renewable energy generation.	All elements have been designed to minimise materials in construction, notably the reduction in the footprint of the access road, and to require minimal operation and maintenance.
Design infrastructure which is resilient to expected climate change and extreme weather events.	Design of the reservoir and SAR has been completed based on the latest guidance on climate change effects on extreme floods. The SAR being made using a bituminous pavement construction will allow it to be used in all weather conditions.

Table 3.3 – Accordance with Detailed Design Standards and Principles

Detailed Design Standard and Principles	Accordance of reserved matters application
Where practicable, ancient woodland soil arising from loss elsewhere will be used to form the northern access road embankment slopes.	Not applicable to the SAR
The feasibility of a “dig down” construction rather than a “build up” approach to be investigated along proposed northern access route to remove the need for embankment slopes.	Not applicable to the SAR
Hampshire County Council (HCC) design standards for bridleways suggests a minimum 3m wide path. The operational maintenance track and crest pathway are proposed 4m wide and permissive paths around the Visitor Centre will be a minimum 2m wide.	All elements of the SAR have been designed in accordance with these design standards and principles where applicable.

4 Planning Policy Context

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 Paragraph 11 of the National Planning Policy Framework (NPPF) (2024) introduces a presumption in favour of sustainable development which, for decision-taking means approving development proposals that accord with an up-to-date development plan without delay unless the application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed or any adverse impacts would significantly and demonstrably outweigh the benefits.
- 4.3 The Reserved Matters application relating to Phase 4 – SAR lies within the administrative boundary of Havant Borough Council.
- 4.4 The adopted development plan comprises:
- Havant Borough Core Strategy (2011)
 - Havant Borough Local Plan (Allocations) (2014)
 - Hampshire Minerals and Waste Plan (2013)
- 4.5 Consultation has recently taken place by Havant Borough Council on the draft Building a Better Future Plan (2025), which once adopted would replace the Core Strategy and Local Plan Allocations. It is however, at a very early stage in its preparation and therefore in accordance with NPPF paragraph 49, little weight can be given to emerging draft development plan and its respective policies, which are therefore not considered further in this Statement.
- 4.6 The adopted development plan context for the RMA therefore remains unchanged since the 2020 hybrid planning application and subsequently the Section 73 application was considered and approved.
- 4.7 The Phase 4 SAR Reserved Matters application forms part of the approved Havant Thicket Reservoir development and as set out in Section 3 of this Planning Statement the application accords with the parameters, principles and standards set out in the approved Development Specification.
- 4.8 Similarly, the Statement of Conformity with the Environmental Statement (Phase 4 – SAR) submitted as part of the RMA concludes in Section 4 that *“the Phase 4 SAR design submitted for Reserved Matters approval does not give rise to any new or materially different effects to those reported in the 2020 ES, or the 2024 ES Addendum.”*
- 4.9 Therefore, the principle of the Phase 4 – SAR RMA accords with the adopted development plan and relevant planning policies as previously considered by the local planning authority in granting planning permission for Havant Thicket Reservoir.
- 4.10 The following topic areas of specific relevance to the Phase 4 – SAR RMA are considered in further detail below:
- Highways

- Landscape and Visual
- Biodiversity

Highways

- 4.11 The proposed SAR is designed as a dual lane (approximately 6m in width) road from the junction with Swanmore Road which narrows to a single carriageway 3.65m wide road.
- 4.12 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 4.13 A Road Safety Audit has been prepared for the proposed SAR scheme to ensure that it is designed to be suitable and safe.
- 4.14 As highlighted in the previous section, the access gate will be set back 12.8m back from the highway boundary. The gate will remain open during operational hours ensuring unrestricted access during these times and preventing any potential queuing back towards the junction and subsequent residual cumulative impacts on the road network. The details of the access gate will be submitted to and approved by the Local Planning Authority as a planning condition to the RMA.
- 4.15 In accordance with paragraph 117 of the NPPF, the SAR has been designed to provide a safe environment for pedestrians and cyclists, give priority to bridleway crossings and to link into existing public rights of way. The design also addresses the needs of people with disabilities or reduced mobility.
- 4.16 In accordance with Havant BC Core Strategy Policy CS20, the SAR responds positively to the characteristics to the area and maintains public access to adopted bridleways and users of the public rights of way.
- 4.17 The RMA design for the SAR is therefore considered to accord with the relevant highways policies.

Landscape and Visual

- 4.18 The consented reservoir development lies within a shallow valley and comprises predominantly open grassland with some woodland, vegetation and ditches. The South Downs National Park lies to the north east of the reservoir site.
- 4.19 Paragraph 187 of the NPPF advises that planning policies and decisions should contribute to and enhance the natural and local environment. Paragraph 189 requires great weight to be afforded to the conservation and enhancement of the landscape, scenic beauty, wildlife and cultural heritage of National Parks.
- 4.20 Policies CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough and DM8 Conservation, Protection and Enhancement Existing Natural Features of the Havant Borough Core Strategy (2011), seek to protect and enhance the special

- environment and heritage of the borough and to conserve, protect and enhance its natural features.
- 4.21 As set out above, the principle of the SAR in this location has been established by the Section 73 permission. The RMA design for the SAR minimises encroachment into the 15 metre ancient woodland buffer which was requested by Natural England.
- 4.22 The SAR RMA design reduces the width of the road along the majority of its length and includes a 1.2m native hedgerow is to be planted along the entire length of the verge between the SAR and the bridleway 120 to provide a defined separation. This will assist with maintaining and integrating with the rural landscape character and being sympathetic to surrounding views.
- 4.23 The native hedgerow along with tree planting linked with the biodiversity scheme assists with limiting the visual impact of the RMA SAR. This is also supported by wildflower/grass seeding on embankments and shallow scrapes.
- 4.24 The RMA design for the SAR is therefore considered to accord with the relevant landscape and visual policies.

Biodiversity

- 4.25 The consented development will result in the creation of new habitats of ecological value, particularly the new wetland to the north of the reservoir. Early planting has already taken place (prior to the Reservoir Scheme receiving consent) within the south west and south east corners of the site which has allowed new habitats to become established prior to work commencing on site. This planting, together with off-site compensation habitat creation and measures identified in the Record of Environmental Actions and Commitments, will compensate for the loss of 12.45ha of irreplaceable Ancient Semi Natural Woodland (ASNW), 17 veteran trees, 7.18ha of priority lowland mixed deciduous woodland habitat, 1.21ha of purple moor-grass and 3.7km of watercourses. Much of this consented tree clearance has now taken place in accordance with the respective hybrid planning permissions and conditions.
- 4.26 The SAR RMA design does not result in the removal of any additional trees or any further vegetation clearance or habitat loss from that originally proposed and consented.
- 4.27 Paragraph 187 of the NPPF requires planning policies and decisions to contribute to and enhance the natural environment. Paragraph 189 requires great weight to be attached to conserving and enhancing landscape and scenic beauty in National Parks. Paragraph 193, criteria a, c and d advise that applications for planning permission should be refused permission if they would cause significant harm to biodiversity or loss of irreplaceable habitats unless the benefits of the development in the location proposed outweigh its impacts (including the public benefits of infrastructure projects (footnote 70)).
- 4.28 Policies CS11 Protecting and Enhancing the Special Environment of Havant Borough and Heritage and DM8 Conservation, Protection and Enhancement of Existing Natural Features of the Havant Borough Core Strategy (2011) seek to protect and enhance the special environment and heritage of the borough and to conserve, protect and enhance its natural

features.

The SAR RMA design includes biodiversity enhancements, specifically wildflower seeding on embankments and shallow scrapes. At the Swanmore Road junction a tree canopy will be formed to act as a wildlife crossing point which will allow animals such as dormice to cross without obstruction (this is shown on drawing HTR-GHD-P4-SA-DR-T-0006-P04). This will link in with the native hedgerow and wider tree planting to provide biodiversity enhancement.

- 4.29 The Ecological Mitigation, Compensation and Enhancement Measures document provides further details on Hazel Dormouse Mitigation including information of the mitigation licence that has been granted for works to take place.
- 4.30 The RMA design for the SAR is therefore considered to accord with the relevant biodiversity policies.

5 Summary and Conclusions

- 5.1 This Planning Statement supports the RMA relating to Phase 4 – SAR in connection with the Section 73 permission for a reservoir and associated infrastructure on land at Havant Thicket, adjacent to Sir George Stauton Country Park and Middle Park Way, Havant.
- 5.2 As part of the Section 73 permission, outline planning permission was granted for the SAR part of the reservoir, subject to the approval of reserved matters pursuant to Condition 2.
- 5.3 This application is seeking approval of the following Reserved Matters for Phase 4 – SAR as set out in Section 2 of this Planning Statement:
- Siting
 - Scale
 - External appearance
 - Landscaping
- 5.4 This Planning Statement sets out that the Reserved Matters proposals are in accordance with the parameters, principles and standards set out in the approved Development Specification.
- 5.5 A Statement of Conformity with the Environmental Statement (Phase 4 – Southern Access Road) has been submitted as part of the Reserved Matters application, which confirms that the Phase 5 Control House design does not give rise to any new or materially different effects to those reported in the 2020 ES or the 2024 ES Addendum.
- 5.6 The need for, and principle of, this regionally significant project has already been established through the approval of the Section 73 permission for the development. The design of the SAR has been carefully considered to ensure it meets highway standards, maintains and improves public access to existing users of public rights of way, and is sympathetic to its rural character setting.
- 5.7 As set out in Section 4 of this Statement, the SAR RMA design is considered to accord with the relevant national policy and adopted development plan policies and so should be granted planning permission as there are no other material planning considerations which would indicate otherwise.
- 5.8 It is therefore requested that HBC approve the Phase 4 – SAR RMA as soon as possible to enable the reservoir project to continue to be brought forward in a timely manner.

Appendix A

Pre application advice from
Hampshire County Council Highways
Officer – 14th April 2025

██████████
Adams Hendry Consulting Ltd
Sheridan House
40-43 Jewry Street
Winchester
SO23 8RY

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to

██████████

My reference

6/3/6/423 (056212)

Direct Line

N/A

Your reference

N/A

Date

14 April 2025

Email

██

For attention of ██████████

Dear Sirs

Re: A single carriageway road with passing bays from Swanmore Road at Havant Thicket Reservoir

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

- Drawings
 - HTR_MC_001_01 Rev G Southern Access Road Proposal sheet 1 of 5
 - HTR_MC_001_02 Rev G Southern Access Road Proposal sheet 2 of 5
 - HTR_MC_001_03 Rev G Southern Access Road Proposal sheet 3 of 5
 - HTR_MC_001_04 Rev G Southern Access Road Proposal sheet 4 of 5
 - HTR_MC_001_05 Rev G Southern Access Road Proposal sheet 5 of 5
- Technical Note – Traffic Distribution Model Sensitivity dated 25 January 2021

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 of.

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

Deputy Chief Executive and Director of Hampshire 2050

██████████ **ok**

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 Plan with access points highlighted



Table 1 – Provision for NMU Access into the site

NMU Access	Commitment
Access 1 (B2149 at Castle Road)	Provision for: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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.

Given that elements of the design are associated with requirements of the Public Right of Way network Countryside Services should be contacted directly for their views on the proposals.

Traffic Volumes

Anticipated traffic volumes to the southern access from Swanmore Road formed part of the outline consent for the reservoir site. This identified that 26% of all visitors to the site would access via Swanmore Road.

The technical note provided only sets out this forecast trip generation across the network peak periods during the week which are beneficial when considering the junction operation. However, when considering the suitability of the access road itself the Saturday peak is likely to represent the highest numbers of conflicting arrivals and departures. The data presented at the

outline stage suggests a total of 42 arrivals and departures (24 arrivals and 18 departures) within the Saturday peak hours.

Measures have been put in place to ensure vehicle routing to the site for majority of visitors is via the northern access road with signage from the wider area directing drivers to this access point.

Proposed Access Controls

No proposed access controls are shown on the drawings. The southern access is two lanes for the first 75m of the access road before dropping down to a 3m wide single lane carriageway with passing places. The Highway Authority needs to understand the proposed gate locations which should be set back 6 metres from the highway boundary, and the proposed methods of access control during operational hours to ensure appropriate provision is made that does not result in vehicles queuing back through the junction. These details should be shown on the drawing.

Access Design Comments

The controlled crossing provision on the access road is shown as zebra crossings at chainage 680. These are not appropriate to cater for all users wishing to cross from the bridleway to the toe track. It is unclear why this has been provided to only cater for pedestrians. This crossing should be provided at a width that caters for all users. CD143 sets out the requirements for equestrian crossing provision and TG10 sets out our requirements for pedestrians and cyclists. These guidance documents should be used to establish an appropriate crossing design parameter. The Highway Authority welcome further engagement on this point. Visibility x distances haven't been shown and these should be provided in accordance with the CD143 provision.

A further crossing is shown at chainage 350 at a 3m width. Again, this is substandard in width and should reflect the crossing at chainage 680. The visibility splays do not look to be achievable at this location as they cross through the embankment. Safe and suitable crossing is required under condition 16 of the Hybrid consent as set out above and therefore this should be provided to meet appropriate design standards regardless of whether the road is adopted highway or not.

No formal holding areas are provided for equestrians at the proposed crossing points and the need for these should be considered within a designer's risk assessment. The alignment to bridleway crossing at chainage 350 is not direct and given potential volumes of users should be provided at a greater width than the minimum requirement set out in LTN 1/20 of 3m. It is considered that a 5m width would be more appropriate.

Forward visibility splays of 43m have been shown between the passing places. Given the 3D images provided there are concerns with whether these splays can be achieved, especially given that they cross landscaped areas, the toe track and the embankment. Due to the lack of build levels outside the road

alignment itself it is therefore unclear whether these visibility splays can be achieved. Level information should be provided so this can be confirmed.

The types of vehicles required to access the toe track for servicing should be confirmed and tracking provided to ensure the access proposals at chainage 60 are appropriate.

Passing places are shown at 110m intervals. These are recommended to be provided every 60-70m. The access road being only 3m wide raises the need for more frequent passing places. In the absence of this the road should be widened to 4.5m.

A Road Safety Audit has not been provided for the proposed access road. This should be undertaken to support any application and ensure safe and suitable design of the road. Although risks are likely to be low it is also recommended that a collision risk assessment is undertaken in accordance with TG14.

Tracking of the access road should be provided for the likely vehicle types to access from the southern access (large family cars and vans).

Confirmation of the material proposed for the toe track is requested and the material on the approach to the formal crossing points. Loose granular material should be prevented from spilling on to the access road.

No drainage details have been provided for the southern access road and this should be shared including details of how water will be retained from entering the adopted highway.

Summary

The Highway Authority consider that amendments should be made to the design before it could be considered appropriate to serve the development. This includes alterations to the crossing provision to ensure appropriate for all users, provision of additional passing places (or a wider carriageway) to prevent risks of vehicle reversing or overrunning landscaped areas as well as further details on materials and drainage. Consultation should also be undertaken with Countryside Services regarding the integration with the Public Right of Way network to ensure that the proposals align with their expectations of the condition requirements.

Yours faithfully,



Principal Transport Planner – Highways Development Planning
Hampshire 2050

Appendix B

Response to pre-application advice from Hampshire County Council Highways Officer – 19th March 2026

Havant Thicket Reservoir

Phase 4 – Southern Access Road – Reserved Matters Application

4th March 2026 – Response to Hampshire County Council Highways Pre Application Comments

HCC Pre-Application Comment – 14 th April 2025	Response
<p>Proposed Access Controls</p> <p>No proposed access controls are shown on the drawings. The Highway Authority needs to understand the proposed gate locations which should be set back 6 metres from the highway boundary, and the proposed methods of access control during operational hours to ensure appropriate provision is made that does not result in vehicles queuing back through the junction. These details should be shown on the drawing.</p>	<p>Access Controls</p> <p>In response to concerns raised regarding lack of detail about proposed access controls, drawing HTR-GHD-P4-SA-DR-T-0010 has been provided to clarify the gate's location. As shown on the drawing, the gate is positioned 12.8m back from the highway boundary, allowing a vehicle to wait clear of the public highway in accordance with good practice for private access points.</p> <p>The gate will remain open during operational hours ensuring unrestricted access during these times and preventing any potential queuing back towards the junction.</p> <p>Outside operational hours, the gate will be locked to restrict access when the visitor centre and car park are closed. The 12.8 m setback ensures that, when locked, a vehicle associated with authorised site access (e.g., staff unlocking or securing the gate) can stand safely clear of the highway without impacting its operation.</p>
<p>Access Design Comments</p> <p>The controlled crossing provision on the access road is shown as zebra crossings at chainage 680. These are not appropriate to cater for all users wishing to cross from the bridleway to the toe track. It is unclear why this has been provided to only cater for pedestrians. This crossing should be provided at a width that caters for all users. CD143 sets out the requirements for equestrian crossing provision and TG10 sets out our requirements for pedestrians and cyclists. These guidance documents should be used to establish an appropriate crossing design parameter. The Highway Authority welcome further engagement on this point. Visibility x distances</p>	<p>Changes to crossing provision at chainage 350 – Formal Bridleway Crossing</p> <p>In accordance with guidance provided, the formal bridleway crossing at chainage 350 has been revised to a 5m width and formal equestrian holding areas (5m x 10m in width) have been implemented on each side of the proposed crossing.</p> <p>These changes, along with those to the crossing at chainage 680, are depicted on drawing HTR-GHD-P4-SA-DR-T-0009.</p> <p>Changes to crossing provision at chainage 680 – Permissive Bridleway Crossing</p> <p>A crossing in this location was introduced following stakeholder engagement to provide a safe and convenient connection between Bridleways 121 and 120 at the southern end of the access road, reducing the need for users to cross Swanmore Road in close proximity to the junction. The crossing has now been upgraded to accommodate all users, with a minimum width of 4 m</p>

HCC Pre-Application Comment – 14 th April 2025	Response									
<p>haven't been shown and these should be provided in accordance with the CD143 provision.</p> <p>A further crossing is shown at chainage 350 at a 3m width. Again, this is substandard in width and should reflect the crossing at chainage 680. The visibility splays do not look to be achievable at this location as they cross through the embankment. Safe and suitable crossing is required under condition 16 of the Hybrid consent as set out above and therefore this should be provided to meet appropriate design standards regardless of whether the road is adopted highway or not.</p> <p>No formal holding areas are provided for equestrians at the proposed crossing points and the need for these should be considered within a designer's risk assessment. The alignment to bridleway crossing at chainage 350 is not direct and given potential volumes of users should be provided at a greater width than the minimum requirement set out in LTN 1/20 of 3m. It is considered that a 5m width would be more appropriate.</p>	<p>and formal equestrian holding areas on either side, however, it is not proposed for formal dedication as a bridleway.</p> <p>The 4 m width reflects an existing opening within the woodland on the western boundary, enabling the crossing requested through stakeholder engagement to be delivered without the need for additional tree removal which was also a key aspiration from stakeholder engagement.</p> <p>Crossing provision visibility splays To ensure that the required visibility splays can be achieved, minor adjustments have been made to the alignment in the vicinity of both crossings. Drawing HTR-GHD-P4-SA-DR-T-0029 demonstrates that appropriate visibility splays are now provided for each location, and these are confirmed in the table below.</p> <table><tr><td></td><td>'x' distance</td><td>Minimum 'y' distance* <i>(measured from an eye height of 1.5m as per CD143)</i></td></tr><tr><td>Western approach (from bridleway 121)</td><td>3m</td><td>66m</td></tr><tr><td>Eastern approach (from toe track/bridleway 120)</td><td>3m</td><td>66m</td></tr></table> <p>*As table 5.9 of CD143 relates to 'y' distances at mainline carriageways, and does not cater for speeds as low as the 20mph design speed of the Southern Access Road, guidance from paragraph 3.6.3 of TG3 'Stopping Sight Distances and Visibility Splays' has been used to confirm the adopted 'y' distances' are appropriate in this proposed application.</p>		'x' distance	Minimum 'y' distance* <i>(measured from an eye height of 1.5m as per CD143)</i>	Western approach (from bridleway 121)	3m	66m	Eastern approach (from toe track/bridleway 120)	3m	66m
	'x' distance	Minimum 'y' distance* <i>(measured from an eye height of 1.5m as per CD143)</i>								
Western approach (from bridleway 121)	3m	66m								
Eastern approach (from toe track/bridleway 120)	3m	66m								
<p>Forward visibility splays of 43m have been shown between the passing places. Given the 3D images provided there are concerns with whether these splays can be achieved, especially given that they cross landscaped areas, the toe track and the embankment.</p>	<p>Forward visibility and passing places To support safe operation of the Southern Access Road, the layout has been reviewed and amended to ensure that both forward visibility and passing place spacing meet appropriate standards HCC TG3 and the Manual for Streets for a lowspeed rural access route.</p>									

HCC Pre-Application Comment – 14 th April 2025	Response
<p>Due to the lack of build levels outside the road alignment itself it is therefore unclear whether these visibility splays can be achieved. Level information should be provided so this can be confirmed.</p> <p>Passing places are shown at 110m intervals. These are recommended to be provided every 60-70m. The access road being only 3m wide raises the need for more frequent passing places. In the absence of this the road should be widened to 4.5m.</p>	<p>Passing places are now provided at intervals of approximately 60m, reducing to 25m in the vicinity of the crossing provision at chainage 350 to reflect the additional caution required at this location. The spacing of each passing place is measured and shown on drawing HTRGHDP4SARDRT0029.-GHD-P4-SAR-DR-T-0029.</p> <p>In conjunction with these amendments, forward visibility between each passing place has been assessed and is illustrated on drawing HTR-GHD-P4-SA-DR-T-0030. These have also been evaluated as part of the landscaping design, with the landscaped verge to the east of the carriageway, the 1.2 m hedge has been set back in some areas to ensure unobstructed sightlines.</p> <p>The accompanying drawing HTRGHDP4SADRT0028 also confirms that a minimum forward visibility of 25m is achieved around each corner of the Southern Access Road. This is based on a 20 mph design speed and is therefore consistent with Manual for Streets guidance that a minimum forward visibility should be equal to the minimum stopping sight distance.</p> <p>Road levels and adjacent build out levels for the revised road design are shown on drawings 0013 – 0022 which show that the respective visibility splays and forward visibility on drawings HTR-GHD-P4-SA-DR-T-0028, HTR-GHD-P4-SAR-DR-T-0029 and HTR-GHD-P4-SA-DR-T-0030 are not impeded.</p>
<p>The types of vehicles required to access the toe track for servicing should be confirmed and tracking provided to ensure the access proposals at chainage 60 are appropriate.</p> <p>Tracking of the access road should be provided for the likely vehicle types to access from the southern access (large family cars and vans).</p>	<p>Vehicle tracking</p> <p>Vehicle movements associated with the toe track will primarily consist of cars/vans used by staff accessing the Control House – this is expected to be a maximum of 1 per day.</p> <p>HGV access will also be required to the Control House, primarily to empty the cess pit – this is expected to be 1 per month.</p> <p>Crane access is also required, however, crane access is only required to remove valves at the Control House. The valves have a minimum of 80-year design life, so a crane is only expected once every 80 years, or if unexpected maintenance is required.</p> <p>Swept path analysis has been undertaken to demonstrate that HGVs can safely negotiate the junction between the Southern Access Road and the maintenance track, with tracking for an</p>

HCC Pre-Application Comment – 14 th April 2025	Response
	<p>18-tonne HGV shown on drawings HTR-GHD-P4-SA-DR-T-0023 (approaching from the north) and HTR-GHD-P4-SA-DR-T-0024 (approaching from the south).</p> <p>In addition, vehicle tracking for typical visitor vehicle types has been provided on drawing HTR-GHD-P4-SA-DR-T-0030, confirming that all expected manoeuvres can be accommodated within the proposed carriageway.</p>
<p>A Road Safety Audit has not been provided for the proposed access road. This should be undertaken to support any application and ensure safe and suitable design of the road. Although risks are likely to be low it is also recommended that a collision risk assessment is undertaken in accordance with TG14.</p>	<p>Road Safety Audit</p> <p>A Road Safety Audit and Designers Response is provided with the pre-application advice submission. The actions identified in the designers Response will be included in the design and on the drawings as part of the formal Reserved Matters Application subject to any comments from HCC Highways.</p> <p>Under the Hampshire County Council technical guidance framework (TG14 – Vehicle Restraint Systems and Collision Risk Assessment), a formal collision risk assessment is typically required where works affect the adopted highway or where there is an introduction of hazards, alterations to traffic flow or where there is a history of collisions.</p> <p>In this instance, a collision risk assessment is not considered necessary for the following reasons:</p> <ol style="list-style-type: none"> 1. Private Road Status The Southern Access Road is a <i>private road</i> and is not part of the publicly adopted highway network maintained by Hampshire County Council. As such, the Council's technical guidance relating to collision risk assessments on the public highway is not directly triggered. The road safety audit undertaken by a third party does not indicate any high risks which could lead to an increase in collisions. 2. Absence of Street Furniture or Highway Hazards There is no street furniture present within the vicinity of the road (e.g. lighting columns, traffic signal poles, vehicle restraint systems, or similar infrastructure). The absence of fixed roadside hazards removes the primary circumstance in which a collision risk assessment under TG14 would normally be required. Where there are equestrian crossing points, sight distance is achieved both by the vehicle and equestrian user. 3. Low Traffic Usage The road serves a limited number of properties and experiences low traffic volumes. Vehicles will not be able to use the Southern Access Road as a through road once the

HCC Pre-Application Comment – 14 th April 2025	Response
	<p>visitor centre is built. Given the low vehicle movements and low-speed environment typical of private access roads, the baseline collision risk is inherently minimal.</p> <p>4. Alterations to Traffic Conditions</p> <p>While there is an alteration to traffic conditions at the bellmouth of Swanmore Road and Southern Access Road, this section of road has been approved under the 278 Agreement as there was minimal collision risk created by this change road geometry.</p>
<p>Confirmation of the material proposed for the toe track is requested and the material on the approach to the formal crossing points. Loose granular material should be prevented from spilling on to the access road.</p>	<p><u>Surfacing materials</u></p> <p>The toe track, which will be the maintenance access track and the route of diverted bridleway 120, is proposed to be the same surfacing as for the crest path, approved as part of Condition 28 for Phase 3, pavement construction of Type 1 to Cl 803 of the Specification of Highway Works. A top layer of fine aggregate is to be laid, prior to final rolling to provide a smooth finished surface.</p> <p>The specification for the maintenance access track is the same as the original design intent set out in the approved application documents and drawings.</p> <p>In order to prevent material from spilling onto the carriageway, and ensure suitable construction methods are used within Root Protection Areas, the bridleway crossings will be constructed with compacted stone sub-base and dressed with topsoil and seeded. This will provide a minimum 5m buffer between the toe track and the carriageway to prevent any loose granular material transferring to the Southern Access Road.</p>
<p>No drainage details have been provided for the southern access road, and this should be shared including details of how water will be retained from entering the adopted highway.</p>	<p>Drainage</p> <p>Surface water drainage on the Southern Access Road will primarily be managed via infiltration to a filter drain to the east of the Southern Access Road as shown on drawings HTR-GHD-P4-SA-DR-T-0026 and HTR-GHD-P4-SA-DR-T-0027.</p> <p>In the area surrounding the Swanmore Road junction, two road gulleys are to be installed within the RMA boundary as depicted on drawing HTR-GHD-P4-SA-DR-T-0027. Surface water runoff in this area will be directed to these gulleys as a result of the road profile to collect surface water and prevent runoff on to the public highway.</p>

HCC Pre-Application Comment – 14 th April 2025	Response
<p>Consultation should also be undertaken with Countryside Services regarding the integration with the Public Right of Way network to ensure that the proposals align with their expectations of the condition requirements.</p> <p>Comments received via email 24th April:</p> <ul style="list-style-type: none"> • The crossing points should be located away from the passing bays. • It is unclear who is delivery which elements on the plans to the BW121. Can your understanding be confirmed. • BW 120 – The plans show the maintenance track to the east of the access road - but the plans do not identify BW 120 running along it. Please could the plans be revised to either add the black dotted line along the maintenance track to show the route of BW120, or the key be revised so the description for the track includes that it is also the BW. 	<p>Public Right of Way Comments</p> <p>Further to comments received from Countryside Services via email on 24th April, drawings have been amended to make it clear that bridleway 120 runs along the maintenance track/toe track.</p> <p>All elements affecting Bridleway 121 that fall within the red-line boundary shown on the drawings (representing the Reserved Matters application area) will be delivered by the applicant as part of this development. The full red-line boundary is shown on drawing HTR-GHD-P4-SA-DR-T-0001, with a more detailed view of the crossing arrangements on HTR-GHD-P4-SA-DR-T-0009.</p> <p>The comment relating to crossing points being located away from passing places are noted, however, due to the geometric constraints and visibility requirements for road and crossing users, it is not possible to position the passing places away from the proposed crossing point at chainage 350. The proposed arrangement enables vehicles to wait safely prior to reaching the crossing, therefore reducing the likelihood of vehicles meeting at or immediately adjacent to the crossing. With the low 20mph maximum speed of the road and the crossing being clearly defined through signage, it is considered that the proposed layout represents a proportionate and practical solution that maintains road safety whilst also supporting the effective operation of the route.</p>
<p>Summary</p> <p>The Highway Authority consider that amendments should be made to the design before it could be considered appropriate to serve the development. This includes alterations to the crossing provision to ensure appropriate for all users, provision of additional passing places (or a wider carriageway) to prevent risks of vehicle reversing or overrunning landscaped areas as well as further details on materials and drainage.</p> <p>Consultation should also be undertaken with Countryside Services regarding the integration with the Public Right of Way network to ensure that the proposals align with their expectations of the condition requirements.</p>	<p>Summary</p> <p>It is considered that all of these points are addressed by the revised design for the Southern Access Road.</p> <p>We will also consult with HCC Countryside Services on the revised design in parallel to consultation with HCC Highways.</p>

Appendix C

Pre-application advice from Hampshire County Council Highways Officer – 14th May 2026

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

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

Adams Hendry Consulting Ltd.

(By email only:

Enquiries to

My reference

(6-3-6-571) 056212

Direct Line

N/A

Your reference

Date

14 May 2026

Email

For attention of

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

Director of Universal Services

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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 aid 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,



Principal Transport Planner - Highway Development Planning
Universal Services

Appendix D

Pre-application Response – Tree Officer – 2&3rd June 2026

Subject: RE: Phase 4 Site Visit
Date: Wednesday, 3 June 2026 at 10:22:11 British Summer Time
From: [REDACTED]
To: [REDACTED]
CC: [REDACTED]
Attachments: image001.jpg, image002.png, image003.png

Hi [REDACTED]

Additional comments from [REDACTED]:

"I understood the requirement for the access crossing point and the associated scrub removal, as shown in [REDACTED] photograph. My understanding had been that there was also a proposal to remove a small number of low-quality Goat Willow specimens at a separate location along the bridleway that we viewed during the site visit. As this is not the case, then that is certainly preferable from my perspective. I also note [REDACTED] comments regarding Natural England's requirements. While, from an arboricultural standpoint, I would have preferred the use of alternative species, I fully appreciate the habitat and ecological considerations that have now been outlined and accept the rationale behind the proposed approach. Having reviewed the information provided, I am satisfied with the proposals and have no objections to the works proceeding as described".

Regards
[REDACTED]

From: [REDACTED]
Sent: 03 June 2026 08:23
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Phase 4 Site Visit

Morning [REDACTED],

Thanks for sending over the below following the productive site visit with [REDACTED] on Monday. I'm pleased to note [REDACTED] has no objections to the proposals.

There appears to have been a minor misunderstanding following the visit regarding the bridleway crossing points. To clarify, no tree removal is required at either the formal or permissive crossing. Both crossings utilise existing gaps within the woodland to the east of Bridleway 121. However, as discussed on site with [REDACTED] ie, a limb from the tree adjacent to the formal crossing (which was in use prior to the commencement of construction works) will need to be cut back.

At the permissive crossing point, a no-dig construction method is proposed to avoid impacts on the tree root protection areas on either side. A 4m wide path can be accommodated through the existing gap without the need for tree removal, with only low scrub/bush clearance required.

Please can you ask [REDACTED] to clarify the comment *'the works will affect a small number of Goat Willow specimens and necessitate the removal of several low-quality trees'* so that we understand where he is indicating that trees will be affected / removed?

Please find below a photograph of the permissive bridleway crossing area for reference.



With regard to [REDACTED] query on the planting schedule, I have confirmed with our team that the proposed tree planting species are as follows:

Native Woodland Canopy / Specimens						
Abbreviation	Species	Common Name	Specification	Height	Girth	Number
A ca	Acer campestre	Common Maple	3 brks :Heavy Standard :Clear Stem min. 200 :5 brks :RB	350-425cm	12-14cm	4
BET PUB	Betula pubescens	Downy Birch	3 brks :Heavy Standard :Clear Stem 175-200 :5 brks :RB	350-425cm	12-14cm	4
						Total :8

This mix (four trees of each species) has been developed in line with Natural England guidance specifically for protected species, as part of the dormouse mitigation requirements for this area. We are therefore unable to change the proposed tree planting as suggested. Please can you confirm with [REDACTED] that this is also understood and accepted?

Kind regards,

[REDACTED]

Planning & Engagement Manager | Havant Thicket Reservoir

Future Water MJJV Ltd

T: [REDACTED] | M: [REDACTED] | E: [REDACTED]

W: www.fwjv.co.uk



Future Water MJJV Ltd. Registered in England no. 13866349. Reg Office: Bankside House, Henfield Road, Small Dole, West Sussex BN5 9XQ Tel +44 (0) 1273 492212. A Mackley Jones Bros joint venture

From: [REDACTED]

Sent: 02 June 2026 9:42

To: [REDACTED]

Subject: Phase 4 Site Visit

Hi [REDACTED]

Thanks for meeting [REDACTED] on site, T [REDACTED] has stated he does not need a visit and will provide comments. Following his visit he has made the commented as follows:

Following a site visit today with [REDACTED] of Future Water, I can confirm that, from an arboricultural perspective, I have no objections to the Reserved Matters proposals associated with this site. The existing woodland is to be protected by a 15-metre buffer zone, which is in accordance with the recommendations set out in BS 5837. Whilst two oak trees fall outside of this buffer area, they will nevertheless be afforded protection equivalent to their full Root Protection Areas (RPAs) due to their significance and the need to ensure their long-term retention within the development. The proposed access points required to facilitate the diversion of the bridleway are unlikely to result in any significant arboricultural impacts. The works will affect a small number of Goat Willow specimens and necessitate the removal of several low-quality trees; however, these losses are considered to be of limited arboricultural value. There may, however, be ecological considerations associated with these removals, which Tristan may wish to review and comment upon separately. In relation to the proposed planting scheme, the plans currently indicate the establishment of scrub planting and Betula species. From an arboricultural and landscape perspective, I would favour the inclusion of either Quercus robur (English Oak) or Acer campestre (Field Maple), where feasible, as these species would provide greater long-term landscape and ecological benefits and would be more consistent with the local character of the area. Overall, I am satisfied that the proposed development can be accommodated without causing unacceptable harm to the existing tree resource, subject to the protection measures outlined. Accordingly, no arboricultural objection is raised.

Regards
[REDACTED]

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Appendix E

Pre-application Response – Ecology Officer – 8th June 2026

Subject: Ecology

Date: Monday, 8 June 2026 at 09:50:22 British Summer Time

From: [REDACTED]

To: [REDACTED]

Hi [REDACTED]

[REDACTED] has reviewed the SAR pre application documents and is content that the potential ecological impacts have been considered and that the proposed native hedgerow and canopy-level pinch point are a sensible and proportionate solution to potential impacts to e.g. Hazel Dormouse.

Kind Regards,
[REDACTED]