

Statement of Conformity with the Environmental Statement

Phase 4 - Southern Access Road

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1 Introduction

Future Water commissioned Haskoning to prepare a Statement of Conformity with the Environmental Statement in support of the Phase 4 Reserved Matters application for the Havant Thicket Reservoir Scheme. Phase 4 of the Reserved Matters relates to the Southern Access Road (SAR).

The Havant Thicket Reservoir Scheme was granted planning permission subject to conditions in October 2021, by Havant Borough Council and East Hampshire District Council, Planning Application Refs: APP/20/00990 and 51680/001 respectively. The decision is for a hybrid application and includes full permission for some matters and outline permissions for others.

The applications which formed the subject of the Hybrid Consent were supported by an Environmental Statement (ES) (Havant Thicket Reservoir Project, Atkins, 2020) which reported the findings of the Environmental Impact Assessment (EIA).

Separate Section 73 applications submitted to Havant Borough Council and East Hampshire District Council in 2024 proposed a number of amendments to the design of the main embankment and related infrastructure. The Section 73 applications were supported by an ES Addendum (2024) which reported the findings of the EIA considering proposed amendments to the main embankment, control house, culvert and valve tower.

In 2025, Non-Material Amendments to the Section 73 and Phase 3 Reserved Matters permissions were approved to revise the embankment slope angles of the western embankment and transition zone, a portion of which runs parallel to the SAR. These applications were supported by a Statement of Conformity with the Environmental Statement (doc ref. HTR-RHD-P3-ZZ-RP-Z-0001) which found that the changes did not give rise to any new or materially different effects to those reported in the 2020 ES or the ES Addendum (2024).

This Statement of Conformity with the Environmental Statement 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 2024 ES Addendum.

2 Description of Phase 4 Reserved Matters

Two vehicular access points to the reservoir will be provided as part of the Scheme, via the north, off the B2149 which will be signed and designated as the main access point, and via the south off Swanmore Road public highway, serving as a secondary, local access point.

The Southern Access Road (SAR) (Phase 4 of the Scheme) will provide vehicular access to the Havant Thicket Reservoir from Swanmore Road and will be owned and operated by Portsmouth Water.

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

- HTR-GHD-P4-SA-DR-T-0001 - Southern Access Road Reserved Matters Application Boundary
- HTR-GHD-P4-SA-DR-T-0002 - Southern Access Road Landscape Hardworks and Softworks - Sheet 1 of 3

Commented [LS1]: FW will add revision numbers once confirmed.

- HTR-GHD-P4-SA-DR-T-0003 - Southern Access Road Landscape Hardworks and Softworks - Sheet 2 of 3
- HTR-GHD-P4-SA-DR-T-0004 - Southern Access Road Landscape Hardworks and Softworks - Sheet 3 of 3
- HTR-GHD-P4-SA-DR-T-0005 - Southern Access Road Landscape Cross Sections A-A' TO C-C'
- HTR-GHD-P4-SA-DR-T-0006 - Southern Access Road Dormouse Mitigation Landscape Cross Section
- HTR-GHD-P4-SA-DR-T-0007 - Southern Access Road Existing Location Plan
- HTR-GHD-P4-SA-DR-T-0008 - Southern Access Road Site Proposals Plan
- HTR-GHD-P4-SA-DR-T-0009 - Southern Access Road Bridleway Crossings
- HTR-GHD-P4-SA-DR-T-0010 - Southern Access Road Landscape Sketch Gated Access/ Fencing
- HTR-GHD-P4-SA-DR-T-0011 - Southern Access Road Public Access
- HTR-GHD-P4-SA-DR-T-0012 - Southern Access Road Tree Protection.

The SAR is designed as a dual lane road from the junction with Swanmore Road then narrowing to a single carriageway 3.65m wide road with a bituminous pavement construction, with passing bays located at intervals along its length. 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.

A separate maintenance track surfaced with compacted stone runs to the east of the SAR along the western edge of the main reservoir embankment. The maintenance track will be used by both Portsmouth Water operations teams and pedestrians, horses, and cyclists accessing the Havant Thicket Reservoir.

Bridleway route 120 will be diverted along the maintenance track. Two bridleway crossing points (one permissive) have been incorporated in the SAR design which will link back to existing Bridleway no. 121 in woodland to the west of the SAR, outside the main reservoir site boundary. The bridleway crossings will also comprise of compacted stone/ gravel, with no dig construction utilised within root protection areas as shown on drawing no. HTR-GHD-P4-SA-DR-T-0012.

In accordance with Condition 20, there will be no street lighting along the SAR.

3 Environmental Appraisal

3.1 Background

The ES submitted in 2020 for the hybrid planning application assessed the potential for significant effects arising from the Scheme with respect to: air quality, historic environment, biodiversity, ground conditions, landscape and visual, noise and vibration, traffic and transport, material resources and waste, water (flows, quality and groundwater) climate, climate change vulnerability, population and human health, cumulative effects and vulnerability to major accidents and disasters.

The ES Addendum (2024) described the proposed changes to the Scheme as part of the Section 73 applications in 2024 and presented an assessment of any new or different significant effects that could result from these changes. The Vulnerability to Major Accidents and Disasters topic was scoped out of further assessment, as the changes to the Scheme would not result in any new, or materially different significant effects.

The 2024 ES Addendum confirmed that the impact of the design revisions, when taking account of mitigation and compensatory measures proposed as part of the original Scheme and the Section 73 planning application, concluded that there were no new or additional significant effects.

3.2 Environmental Appraisal of Phase 4 Reserved Matters

The topics examined in the 2020 ES and the 2024 ES Addendum have been appraised in order to determine whether the proposed detailed design for the SAR is likely to give rise to any new or materially different effects.

The environmental topics reviewed is presented in Table 1.

Table 1: Summary of environmental topics reviewed for Phase 4 Reserved Matters

2020 ES / 2024 ES Addendum Topic	Environmental Appraisal Summary
Air quality	<p>2020 ES</p> <p>The 2020 ES did not identify any significant adverse air quality effects during construction or operation.</p> <p>2024 ES Addendum</p> <p>The air quality effects arising from construction dust and construction road traffic emissions was no greater than those predicted in the 2020 ES. There was no change to the planned operation of the Scheme and the assessment of effects presented in the 2020 ES remained unchanged.</p> <p>All relevant committed mitigation continued to be applied to control potential residual effects from dust to non-significant levels.</p> <p>As such, no change to the significance of effects were identified from air emissions and dust sources from that described in the 2020 ES.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Historic environment	<p>2020 ES</p> <p>The 2020 ES reported that two heritage assets, comprising the Grade II* Leigh Park Registered Park and Garden, and the Sir George Staunton Conservation Area, would experience adverse effects that would be significant.</p> <p>2024 ES Addendum</p> <p>Any direct archaeological impacts arising from ongoing and future construction activities did not materially change from those assessed in the 2020 ES.</p> <p>Overall, the design revisions did not result in any change to the significance of effects on heritage assets reported in the 2020 ES.</p> <p>Phase 4 Reserved Matters application</p> <p>The proposals would not materially change the construction phase footprint, operations, nor associated visual impacts upon the setting of</p>

2020 ES / 2024 ES Addendum Topic	Environmental Appraisal Summary
	<p>the Staunton Country Park or the Sir George Staunton Conservation Area.</p> <p>The location of the SAR has not changed from that presented in the 2020 ES and 2024 ES Addendum. The SAR will be screened by the western edge of the main reservoir embankment, new landscape planting and existing woodland to the west of the SAR. No lighting will be provided on the SAR.</p> <p>As such, the design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Ground conditions	<p>2020 ES</p> <p>The 2020 ES did not identify any significant adverse effects on ground conditions during construction with appropriate mitigation measures in place.</p> <p>2024 ES Addendum</p> <p>The significance of effects on ground conditions remained unchanged from those presented in the 2020 ES.</p> <p>All relevant committed mitigation will continue to be applied to control potential residual effects to non-significant levels in accordance with the Record of Environmental Actions and Commitments (REAC) presented in the CEMP.</p> <p>A Materials Management Plan has been prepared for the construction phase to manage the site won materials and demonstrate that it is being appropriately used on site within the main reservoir works. As such, there is no change to the significance of effects on ground conditions from that described in the 2020 ES.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Noise and vibration	<p>2020 ES</p> <p>The 2020 ES reported that noise and vibration from construction works would not result in adverse effects that would be significant during daytime hours. During operation, no adverse effects were identified that would be significant on receptors.</p> <p>2024 ES Addendum</p> <p>During construction, noise and vibration would not result in adverse effects that would be significant during daytime hours with the implementation of mitigation measures. As such, the assessment presented in the 2020 ES remained unchanged.</p> <p>A Noise and Vibration Management Plan (doc no. HTR-RHD-P2-RE-PL-W-0017) sets out the mitigation measures to be adopted during construction.</p>

2020 ES / 2024 ES Addendum Topic	Environmental Appraisal Summary
	<p>During operation, the assessment of noise and vibration effects remained unchanged from the 2020 ES and there would be no significant adverse effects.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Biodiversity	<p>2020 ES</p> <p>The 2020 ES reported that the Scheme would result in residual adverse effects that would be significant as a result of the direct loss of ancient woodland, habitat within Sites of Importance for Nature Conservation, priority habitat and watercourses.</p> <p>2024 ES Addendum</p> <p>The 2024 ES reported that a substantial area of habitat had already been cleared under the planning permission for the 2020 approved Scheme. No further land take or direct impact on ecological receptors was concluded with the proposed revisions to the Scheme.</p> <p>Phase 4 Reserved Matters application</p> <p>An Ecological Mitigation, Compensation and Enhancement Measures Report (doc no. HTR-RHD-P4-XX-RP-Z-0001) has been prepared which provides details of the ecological mitigation, compensation and enhancement measures for the Phase 4 Reserved Matters. The Report for Phase 4 is being submitted for local planning authority approval through a separate application to discharge planning condition 36.</p> <p>All relevant committed mitigation can continue to be applied as envisaged in the 2020 ES and 2024 ES Addendum. As such, there would be no change to the significance of effects on biodiversity previously reported.</p> <p>The design of the SAR incorporates native scrub planting, native hedgerow planting, wildflower/ grass seeding and native woodland canopy/ specimens within the footprint of the SAR.</p> <p>Mitigation for hazel dormouse includes low scrub for the movement of hazel dormouse across open ground. Proposed trees along the SAR will have touching canopies to encourage the movement of hazel dormouse over the SAR.</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Landscape and visual	<p>2020 ES</p> <p>The 2020 ES reported that residents on Swanmore Road have oblique and partly screened views of the reservoir site. It was noted that some</p>

2020 ES / 2024 ES Addendum Topic	Environmental Appraisal Summary
	<p>residents of properties adjacent to the southern corner of the SAR will have direct views of the proposed road.</p> <p>2024 ES Addendum</p> <p>The 2024 ES Addendum reported that there would be no change to the landscape effects during construction (as presented in the 2020 ES), although the construction period of the main reservoir works would be extended for two years, which would increase the duration of the effects. There would also be no change to visual effects experienced during construction, except for the extension of the construction period by two years for the main reservoir works.</p> <p>Adherence to the LEMP and future maintenance of landscape planting is a commitment made in the 2020 ES to mitigate the landscape and visual effects of the Scheme.</p> <p>Phase 4 Reserved Matters application</p> <p>Some visual disturbance experienced by local residents during construction works is likely, however these impacts will be short-term in duration.</p> <p>The landscape design of the SAR incorporates native scrub planting, native hedgerow planting, wildflower/ grass seeding and native woodland canopy/ specimens.</p> <p>Following post-mitigation establishment (Year 15), views from nearby properties will be further screened and will benefit from the newly established green infrastructure on the SAR.</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Population and human health	<p>2020 ES</p> <p>The 2020 ES identified impacts on human health could arise during construction from the temporary reduction in access to open space which would be mitigated by maintaining safe access for the public, where possible.</p> <p>2024 ES Addendum</p> <p>With the implementation of mitigation, all construction phase residual effects on health determinants will remain unchanged from the 2020 ES.</p> <p>The likely significant effects assessed during operation of the reservoir, as presented in the 2020 ES, will also remain unchanged.</p> <p>A Construction Traffic Management Plan (doc no. HTR-FUW-RZ-RE-HS-W-0506) has been prepared which sets out how traffic and site operations will be managed during the main construction works and how construction staff will travel to and from the site.</p> <p>The Noise and Vibration Management Plan (doc no. HTR-RHD-P2-RE-PL-W-0017) sets out the mitigation measures which will be adopted during construction.</p> <p>All relevant committed mitigation can continue to be applied as envisaged to control potential residual effects to slight adverse levels.</p>

2020 ES / 2024 ES Addendum Topic	Environmental Appraisal Summary
	<p>As such, there would no change to the significance of effects reported in the 2020 ES with respect to population and human health.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported for population and human health.</p>
Traffic and transport	<p>2020 ES</p> <p>The 2020 ES did not identify any significant adverse effects arising from traffic and transport during construction or operation with mitigation measures in place.</p> <p>2024 ES Addendum</p> <p>There would be no significant change in effects resulting from construction of the Phase 4 SAR which will be similar to that presented in the 2020 ES.</p> <p>A Construction Traffic Management Plan (doc no. HTR-FUW-RZ-RE-HS-W-0506) has been prepared which sets out how traffic and site operations will be managed during construction and how workers will be travelling to and from site.</p> <p>No changes were proposed to vehicular access during operation. As such, the findings of the traffic and transport assessment in the 2020 ES remain unchanged and there would be no significant adverse effects during the operation phase.</p> <p>Phase 4 Reserved Matters application</p> <p>There will be no change to the significance of effects on traffic and transport, as previously reported in the 2020 ES or 2024 ES Addendum.</p>
Material resources and waste	<p>2020 ES</p> <p>The 2020 ES did not identify any adverse effects that would be significant on the availability of construction materials, or from wastes produced during construction.</p> <p>2024 ES Addendum</p> <p>Materials required to construct the SAR will be similar to that presented in the 2020 ES.</p> <p>A Site Waste Management Plan (doc no. HTR-FUW-P2-RE-RM-W-0008) has been developed to manage wastes produced during construction.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Water	<p>2020 ES</p>

2020 ES / 2024 ES Addendum Topic	Environmental Appraisal Summary
	<p>The 2020 ES reported that there would be residual adverse effects that would be significant on aquatic habitats, habitat connectivity and geomorphology. Compensation and mitigation measures were identified for the impacted water body of Riders Lane Stream.</p> <p>2024 ES Addendum</p> <p>The changes to the Scheme did not alter the findings of the 2020 ES assessment and no additional mitigation will be required as part of the ongoing package of compensation and mitigation measures. The effects on flood risk were also found to be no greater than those predicted in the 2020 ES.</p> <p>During operation, the significance of effects on the water environment remained unchanged from the 2020 ES.</p> <p>Phase 4 Reserved Matters application</p> <p>No existing waterbodies will be crossed by the SAR. Surface water run-off from the SAR will be collected via a filter drain located between the SAR carriageway and maintenance track, with no water being shed of the public highway.</p> <p>A Water Quality Management Plan (doc no. HTR-FUW-P2-RE-EN-W-0014) has been prepared as part of the CEMP which provides details of mitigation measures required to protect the quality of surface and groundwater during construction.</p> <p>As such, there will be no change to the significance of effects previously reported in the 2020 ES or 2024 ES Addendum.</p>
Climate	<p>2020 ES</p> <p>The 2020 ES reported that the Scheme is unlikely to cause significant effects on climate, or significantly affect the UK's ability to meet its emissions reduction targets.</p> <p>2024 ES Addendum</p> <p>The greenhouse gas emissions from changes to the Scheme in 2024, together with the additional assessment of emission sources not considered in the 2020 ES, would result in a 7% increase in construction emissions. However, the increase in emissions is not deemed material and the Scheme is anticipated to make a small contribution to the overall UK emissions. Therefore, the conclusion of the 2020 ES, that the Scheme is deemed unlikely to cause a significant effect on climate change remained unchanged. All relevant committed mitigation can continue to be applied as envisaged in the 2020 ES.</p> <p>The assessment of emissions during operation remained unchanged from the 2020 ES.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken for the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Vulnerability to climate change	2020 ES

2020 ES / 2024 ES Addendum Topic	Environmental Appraisal Summary
	<p>The 2020 ES reported that the Scheme includes embedded mitigation to avoid, minimise or reduce potential impacts from changes in climate. No potential climate vulnerability impacts identified would have adverse effects that would be significant with embedded mitigation.</p> <p>2024 ES Addendum</p> <p>During construction, the significant effects assessed in the 2020 ES, such as the likelihood for extreme weather events, remained unchanged with embedded mitigation.</p> <p>The significant effects assessed during operation presented in the 2020 ES also remain unchanged with embedded mitigation.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>
Cumulative and In-Combination effects	<p>2020 ES</p> <p>The 2020 ES reported that with mitigation, there would be no adverse cumulative or in-combination effects that would be significant.</p> <p>2024 ES Addendum</p> <p>The 2024 ES concluded that there would be no change to cumulative and in-combination effects arising during construction or operation. All relevant committed mitigation will continue to be applied as envisaged in the 2020 ES. As such, there were no changes to the significance of effects reported in the 2020 ES.</p> <p>Phase 4 Reserved Matters application</p> <p>The design presented in the Reserved Matters application for the Phase 4 SAR is consistent with the assessments undertaken in the 2020 ES and 2024 ES Addendum and as such, there will be no change to the significance of effects previously reported.</p>

4 Conclusion

This report has considered whether the proposed detailed design of the Southern Access Road for the Phase 4 Reserved Matters application is likely to give rise to any new or materially different significant effects to those identified in the 2020 ES and 2024 ES Addendum.

All committed mitigation can continue to be effectively applied and is sufficient to control the potential impacts of the Phase 4 SAR during construction and operation.

This 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, or the 2024 ES Addendum.