

From:

Sent: 24 May 2026 09:37

To:

Cc:

Subject: FW: Proposed design for HT Reservoir Southern Access Road (SAR) - feedback

Morning,

Just heard the great news that the Southern Access Road is to be a single lane with passing places, reducing the visual impact and making space for more planting to enhance the wildlife corridor which is brilliant. Thanks for any part you both played in helping stakeholder comments be taken into account, really appreciate that.

Just wanted to share some feedback on the plans. I know the planning application is imminent but was hoping that it may not be too late to provide some additional information to address a few outstanding concerns, or make some tweaks to the maps before the drawings are submitted. This might help the application go through a bit quicker if these can be addressed by making some minor tweaks, which I know is important.

1. The road surface is indicated to be asphalt, not compacted stone. Portsmouth Water should request that it is a stone effect asphalt surface that will be more in keeping with the rural landscape. This will help to address feedback previously provided by stakeholders about the adverse visual impact of an black asphalt road.
2. Details of the barrier/ gate at Swanmore Road are to be provided later under a planning condition. I would suggest that the details of the barrier **and robust fencing** in this area both need to be provided. At present a timber post and rail fence is shown on the last drawing in the slide pack for this area (slide 8). This will not be adequate and should be updated to metal railings, as were previously present.
 - Past experience in this area is that metal railings were needed to keep motorcycles out of the site at this point. Wooden fences were repeatedly vandalised and are not robust in the setting here.

- Details need to be submitted and approved for a robust gate and metal railings in this area.
 - The time of day for the gate to be kept locked also need to be agreed as part of a planning condition.
3. There is no connection shown from the northern end of the maintenance track/ bridleway (& embankment crest track) towards the visitor centre, instead slide 5 shows it terminating in a wider area for large vehicle/ crane turning on to the maintenance track from the southern access road. There does need to be a connection here for pedestrians and cyclists using these paths to connect to the Visitor Centre and car park.
- Future Water will say that this is outside the red line for the southern access road, but the intent for the connection should be shown to aid understanding, as you would not want pedestrians walking along the southern access road (which is what appears to be shown at the moment!).
 - Will horses be able to travel north along that joined path? (or will they have to cross to the old bridleway before getting that far north on the new maintenance track/ bridleway, if so, a horse barrier is needed wherever the horse access ends)
 - The path between the north end of the western embankment from where the crest & lower path merge and go towards the Visitor Centre & car park will be very busy. Separation of cyclists (horses?) and pedestrians would be preferable. Careful design of the junction, path widths and barriers will be needed to ensure the safety of all users in the congested area. No barriers are currently shown.
4. There is no access shown between the southern access road junction at Swanmore Road and the maintenance track/ bridleway. The first formal crossing point provided is some way north. Nik and I both flagged this as a concern at earlier workshops, as there will inevitably be a desire line here for those entering from Swanmore Road on foot or bikes that want to get straight to the reservoir circular route and not go north up to the visitor centre area. Or want to walk north with views across the reservoir.
- We suggested a narrow gravel path with a vegetated archway through the hedge to allow for the desire line, while maintaining the wildlife corridor, rather than have the trees damaged by an unauthorised access at this point which is inevitable.

- Forward planning and inclusion of the desire line would aid future maintenance and retention of the wildlife corridor.
5. Still unclear where the access will be from the nearby bus stop on Swanmore Road into the site. In the past an access had been shown at the wrong point further south through the trapezoid woodland, instead of at the gap in vegetation by the bus stop, which is the obvious place for a safe access direct from the bus stop.
- Clarification needs to be provided as to how bus users get from the bus stops to and from the circular route around the reservoir.
 - I thought there was a requirement under planning for a new surfaced path from the bus stop into the site? (This is not shown on slide 8? Where will the path be located? Is it within the area shown on slide 8?)
6. No motorcycle or other barrier is shown at the entrance to the existing bridleway to the west of the Swanmore Road access road. A problem that is likely to return once construction is complete, as motorcycle access has been an issue here for more than 50 years, with this being one of the main traditional points of motorcycle access.
- Slide 2 shows that the existing bridleway is to be diverted SW towards Swanmore Road alongside the new junction. As part of this diversion further consideration needs to be given to how the entrance to the existing bridleway along the west side of the access road can be designed to prevent/ reduce motorcycle access.

I hope that this feedback is helpful and that you are both well.