Future Water
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Portsmouth Water

Havant Thicket Reservoir

Statement of Community Involvement

Phase 6 – Forestry England Track Culverts

Date: 23/07/26 | Rev: P01

Document Reference: HTR-FUW-P6-RP-RP-T-1730

Document Control

REVISION	DATE	AUTHOR	APPROVED BY	REASON FOR ISSUE
P01	23/07/26	LS	KJB	For Planning

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1. Introduction

This Statement of Community Involvement supports an application for the approval of Reserved Matters relating to 'Phase 6 – Forestry England Track Culverts', in connection with the Section 73 Planning Permission reference APP/24/00312 for Havant Thicket Reservoir (henceforth referred to as 'HTR').

Phase 6 relates specifically to the Forestry England track culverts (referred to hereafter as the 'FE track culverts'). These culverts are required to maintain the existing Forestry England track located to the north of the reservoir site. The culverts will pass through an embankment that raises the height of the current track above the wetland waterline. This will allow water to flow to the opposite side of the track while ensuring the track itself can continue to be maintained.

As part of discharging the Phase 6 Reserved Matters, pre-application engagement has taken place with a variety of key local stakeholders and Statutory Consultees. This has included the following stages:

- A local stakeholder workshop session
- Meetings with Forestry England
- Distribution of design information to Statutory Consultees
- Updates shared during regular stakeholder project meetings

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

2. Stakeholder Engagement

2.1 Forestry England Engagement

Engagement with Forestry England surrounding the required track raising works and associated culverts began during the pre-outline application stage of the project.

2022-23

Initial technical discussions between Forestry England, Portsmouth Water and Future Water regarding the design for these elements of the reservoir was undertaken in late 2022 and early 2023. At this time, the Forestry England specifications for the track were obtained and initial discussions about the design commenced. However, as the diversion of bridleway 120 required the use of the affected FE track, meaning the works could not be undertaken for some years, the decision was made to revisit this aspect of the project at a later date following completion of other design work critical to the start of construction on the site.

At this stage, the primary comments from Forestry England were as follows:

- Detail on the operation of culverts should be provided, specifically:
  - Is siltation of the culverts likely to occur and/or become an issue?
  - How will the culverts be maintained?

    - Could multiple culverts be used rather than a single central culvert to introduce more resilience/ redundancy?
- Are there any potential implications with regards to settlement and consolidation of materials?
- Confirmation of requirements for wave protection was necessary
- In terms of headwall product (subject to detail on culvert operation), confirmation should be provided that:
    - It is suitable for permanent submersion.
    - That the durability claims are applicable to permanent submersion.
    - That the product can be used without a geogrid behind to 'attach' to.
- There was a preference for no geogrids or other forms of reinforcement to be used due to concerns with:
    - Recovery and disposal of geogrids at the end of their lifespan
    - Experience with maintenance issues with geogrids on unbound roads

2025-26

Development of the design for the FE track and culverts was recommenced in late 2025, with a review of the previously completed design work and Forestry England engagement undertaken.

A meeting was held with Forestry England representatives on 27th January 2026 to review this design and development since the 2022-23 outline design stage.

Following this meeting, the following feedback was provided by Forestry England in addition to their 2022-23 comments:

- It would be beneficial to understand how many trees will require removal and which trees could be safely and sympathetically retained
- Larger culvert pipe diameters would be desirable to help prevent silt build up
- Vehicle restraint fencing is required to provide suitable protection for Forestry England vehicles

In response to discussions in early 2026, a site meeting was held on 14th April 2026 between Future Water, Portsmouth Water and Forestry England, and was attended by Future Water's Arboriculturalist. This provided an opportunity review all trees within the application area against the proposed design and identify those which there was an opportunity to retain, discuss management of large trees which could present a safety risk in the future and review the number/types of trees requiring removal. After this meeting, further design work has taken place and an Arboricultural and Silvicultural Appraisal and Tree Protection Statement has been prepared for submission with the Phase 6 Reserved Matters application.

Throughout the design process, further discussions and meetings the following has also been confirmed with Forestry England:

- The invert level of the culverts has been raised to reduce the risk of siltation and blockages by allowing heavier sediments to settle before entering the culverts. This also reduces maintenance requirements and improves access for inspection and monitoring of the culvert inlets and headwalls.

- Additional culverts have been provided within the eastern track raising area to provide resilience should one become partially blocked by silt, debris, or branches, and culvert pipe diameters have been confirmed on the application drawings.
- Wave protection measures are not considered necessary for the track embankments, as wave action within the reservoir wetlands is expected to be minimal and insufficient to cause erosion of the embankment slopes.
- Details of headwalls have been provided and are included with the application on drawing HTR-FUW-P6-RP-DR-T-3195.
- No geogrids are proposed to be used within the track embankment designs.
- Timber vehicle restraint fencing to a suitable specification has been provided on the track embankments in addition to stockproof fencing.

The final design submitted with the Phase 6 Reserved Matters application was presented and discussed with Forestry England at the project's monthly Tripartite meeting with Forestry England and Hampshire County Council on 26th June 2026. At this meeting, Forestry England confirmed the design meets their requirements and standards, although further engagement will continue throughout the remainder of the design and construction phases.

2.2 Statutory Consultee Engagement

As part of the pre-application engagement process, design information was shared with Havant Borough Council and East Hampshire District Council's landscape, heritage, tree and ecology advisors to outline the proposals for the FE track culverts and allow them to ask any questions. Advisors were also invited for a site visit to view the application area and discuss proposals with the project's Arboriculturalist, however no requests to take up this opportunity were received.

We received no comments from landscape, heritage or tree officers, however comments from ecology advisors are detailed below:

Comment from Council Ecologist	**Response provided (where applicable)**
The proposal is considered likely to result in a net benefit to the wet woodland habitat through improved water management and long term protection of the habitat.	Noted.
Habitat loss is expected to be minimal.	Noted.
Potential ecological impacts are restricted to temporary construction phase effects including disturbance to adjacent habitats, accidental pollution and impacts to protected or notable species if present.	Noted.

Risks can be appropriately managed through the submission of an Ecological Appraisal and implementation of a Construction Environmental Management Plan (CEMP).	The works proposed form part of the wider reservoir scheme, for which a number of environmental assessment and management plans have already been approved, including a CEMP, AIA and Environmental Statement. To demonstrate that the Phase 6 proposals remain consistent with this approved documentation, the following have been submitted with this RMA: - A Statement of Conformity with the Environmental Statement (ref: HTR-RHD-P6-RP-RP-T-0002) - An Arboricultural and Silvicultural Appraisal and Tree Protection Plan Addendum (ref: HTR-RHD-P6-RP-RP-T-0003 - An Ecological, Mitigation Compensation and Enhancement Report
The indicative planting schedules shown on HTR-FUW-P6-RP-DR-T-3193 need urgent review due to an number of species of concern shown on the planting lists including potentially invasive non-native species.	Following a review of the drawing highlighted, it was confirmed that the planting mix queried was included on the drawing in error and is not intended to be as part of the Phase 6 planting. The only seed mixes proposed as part of the Phase 6 scheme are EM5 Wildflower mix and Wetland and Water's Edge Mix, which have both been approved for use elsewhere on the reservoir site during previous applications.
Ecological impacts are unlikely to be hugely significant provided that any future submission is accompanied by appropriate ecological information.	Noted.
The relationship between the culverting and the extensive watercourse improvement measure will need to be explained	The wider watercourse improvement works as part of the wider Havant Thicket Reservoir development were designed to mitigate for the inherent culverting to enable water to flow from the headwater streams into the wetlands and the reservoir and was considered as part of the Hybrid and Section 73 applications. An Ecological Mitigation, Compensation and Enhancement Report will be submitted to discharge Condition 36 for Phase 6, which will set out the measures associated with Phase 6 and how these form part of the wider mitigation and compensation strategy as part of the wider Havant Thicket Reservoir development.

2.3 Local Stakeholder Engagement

Engagement with local stakeholders commenced in March 2026, with invitations to a workshop session sent to the HTR Stakeholder Advisory Group, which includes community representatives, environmental groups and local Councillors, on 2nd March 2026.

The workshop session was hosted on 18th March 2026 with seven stakeholders attending (in person and online via Microsoft Teams). At the workshop session stakeholders were presented an opportunity to ask questions about the emerging Forestry England track raising and track culvert design, including input around the following landscaping features:

- Tree retention as standing deadwood
- Habitat creation opportunities
- Fencing

The presentation used as part of this workshop (which also covered Phase 7 & 8 Reserved Matters) is attached as Appendix A, with the accompanying handouts included as Appendix B.

Following the presentation portion of the session, stakeholders were invited to provide post-it note feedback on the design presented, as well as any other suggestions and questions. The responses provided by stakeholders during this activity are shown in Appendix C.

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

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

- Updates on the progress of the design, statutory consultee engagement and processing of stakeholder feedback were shared during HTR Stakeholder Advisory Group meetings.
- A response to workshop feedback, including the table in Section 3 and copies of application drawings were emailed to stakeholders on 23 July 2026.

2.3.1 Stakeholder feedback summary

Feedback provided during the workshop session both verbally and on post-it notes during the review of the large format drawings, as well as that received post-workshop, has been summarised below. This represents feedback raised the most frequently, and/or with the most agreement, amongst the stakeholder group.

<u>Stakeholder views on overall design:</u>

- Request for confirmation of track surfacing materials
- Request to design culverts to include a higher level or above waterline tunnel for small mammals to cross under the track
- Query regarding maintenance of culverts in a clay-rich environment
- Concerns raised regarding sizing of culverts and risk of blockages
- Suggestion to explore a bridge to cross the two areas (rather than raising the track level)
- Further engagement should take place with British Horse Society to confirm suitability of the track for equestrians

- Detail requested regarding planting on the track embankments

Stakeholder views on tree retention and habitat creation:

- Preference is to retain as many trees as possible on either side of the track, including wet woodland and those which would become standing deadwood
- Open vista is undesirable due to potential for disturbance to the wetland
- It would be desirable not to coronet cut oaks if they will not present a safety risk as they could provide better biodiversity valve complete

Stakeholder views on fencing:

- Fencing along the edge of the wetland should be vehicle restraint fencing and there should be wire/mesh to prevent dogs entering the wetland
- Vehicle restraint fencing needs to provide suitable protection for Forestry England vehicles

3. How did we listen and what did we do

The below table gives guidance as to how the feedback collated in Section 2.1 was reviewed and considered (column 2), and the outcome of this, including any changes made to the design presented as part of this application (column 3).

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

Feedback	**How did we listen**	**What was the outcome**	**Why is this not possible (if applicable)**
Overall design			
Request for the crossfall of the track to be confirmed, along with its surfacing materials	Stakeholder requests for additional detail relating to the track surface were passed on to designer's for inclusion on final drawings.	The track surfacing will be a crushed stone dressing selected to match the existing track. This is confirmed on drawings HTR-FUW-P6-RP-DR-T-3193 and HTR-FUW-P6-RP-DR-T-3194.	
Query regarding maintenance of culverts in a clay-rich environment	Designs have continued to develop following the workshop session, with an explanation of silt management subsequently confirmed by Design teams and shared with Forestry England.	During design development following the stakeholder workshop, the invert level of the culverts has been raised to reduce the risk of siltation and blockages by allowing heavier sediments to settle before entering the culverts. This also reduces maintenance requirements and improves access for inspection and monitoring of the culvert inlets and headwalls.	

Concerns raised regarding sizing of culverts and risk of blockages	Designs have continued to develop following the workshop session, with final diameters for the culverts subsequently confirmed by Design teams and shared with Forestry England.	Alongside the changes to the culvert invert level (detailed above), three culverts (all up to 675mm in diameter) have been provided within the eastern area to provide resilience should one become partially blocked. A culvert and headwall detail drawing has also been provided with the application (drawing ref. HTR-FUW-P6-RP-DR-T-3195).	
Request to design culverts to include a higher level or above waterline tunnel for small mammals to cross under the track	Following the workshop, mammal ledges for inside the culverts have been reviewed, along with the option of providing a bespoke mammal tunnel within the larger eastern track embankment. The suggestion has also been discussed with Environmental teams to ensure this would be beneficial to the wildlife within the main wetland.	Although the option was explored, the culverts cannot function as mammal crossings due to elements of the design required to prevent sedimentation.	The proposed culverts cannot function as mammal crossings because debris screens are required at the inlets to prevent accumulation of large debris with the pipes, reduce siltation, and minimise the risk of blockages. These screens restrict access through the culverts, preventing their use as mammal crossings. It is also not possible to install a separate tunnel crossing due to the same risks of sedimentation and/or blockage.

Suggestion to explore a bridge to cross the two areas (rather than raising the track level)	Stakeholder comments regarding use of bridge crossings and smaller embankment footprints were passed on to designer's for review.	The embankment design proposed has been taken forward as it strikes the best balance of function, compliance with Forestry England specifications and ability to blend into the surrounding area.	The track embankments are retaining structures to provide adequate support for the track to carry Forestry England vehicles. A bridge meeting these same requirements would be significantly industrial in appearance and would therefore not fit into the surrounding environment of Havant Thicket woodland or the wetlands. The retaining nature of the embankments dictates their overall footprint which is cohesive with the wetland embankment approved as part of the Phase 2 Reserved Matters. As in the main wetland area, they will be largely submerged beneath the waterline and blend into the natural environment.

Further engagement should take place with British Horse Society to confirm suitability of the track for equestrians	After the workshop session, further pre-application engagement has taken place with the British Horse Society (BHS) regarding equestrian use of the track. This has included a review of BHS guidance on inclusion of horse riders.	Although it is not within the remit of this application to ensure the full length of the track north of the reservoir site is suitable for horse riders (and the track will not be formally designated bridleway upon completion of reservoir construction), the design presented is considered to be a suitable specification for equestrian use.	
Detail requested regarding planting on the track embankments	Stakeholder requests for additional detail on planting were passed on to landscape designer's for review.	Planting on the track embankments will be wetland and water's edge seed mix as specified on landscape drawings HTR-FUW-P6-RP-DR-T-3193 and HTR-FUW-P6-RP-DR-T-3194. This replicates the same approved planting scheme as on the wetland embankment.	

Tree retention and habitat creation			
Preference is to retain as many trees as possible on either side of the track, including wet woodland and those which would become standing deadwood	Stakeholder preference for retaining as many trees as possible was passed on to geotechnical and landscape designer's for consideration. A joint meeting to review trees to be retained was also held between Forestry England the project's Design, Planning and Environmental teams, including a qualified Arborist.	As a result of careful design work, the revised design is able to: - Retain an early-mature Oak tree previously requiring removal - Reduce the number of trees to be removed in the western area from a total of 50 trees to 17 small trees - Reduce anticipated woodland canopy loss in the eastern area by approximately 20% - Retain a total of 262 trees in the eastern area, with 89% of these expected to succumb to waterlogging over time and provide standing deadwood habitat Full details of the management of trees within the application area is covered in the Arboricultural and Silvicultural Appraisal and Tree Protection Statement (doc ref. HTR-RHD-P6-RP-RP-T-0003).	Where felling or coppicing is required to enable construction of the track embankments: - Over 80% of trees to be removed have a trunk diameter of 300mm or less. - Half of trees with trunks in excess of 300mm are proposed for felling by Forestry England as part of the commercial timber activities associated with Havant Thicket.

Open vista is undesirable due to potential for disturbance to the wetland	Stakeholder preference for retaining as many trees as possible was passed on to geotechnical and landscape designer's for consideration. Comments were reviewed during the above meeting between the project team and Forestry England.	To respond to stakeholder preference to avoid creating an open vista across the wetland, the proposals maximise the retention, coppicing and veteranisation of trees where practicable, maintaining woodland screening, habitat connectivity and woodland character in both the western and eastern areas.	
It would be desirable not to coronet cut oaks if they will not present a safety risk as they could provide better biodiversity valve complete	Comments were reviewed during the above meeting between the project team and Forestry England in order to ensure the correct balance of preservation and safety was met.	The revised design proposed allows for the retention of one additional good quality early-mature oak tree within the Western Area compared to outline proposals. Tree veteranisation measures have been designed to balance habitat creation and biodiversity benefits with the safe long-term management of the reservoir edge and Forestry England track.	Four trees (1 oak and 3 pines) in the eastern area are to be veteranised where future decline associated with filling of the reservoir could create an unacceptable safety risk to track users and the public.

Fencing options			
Fencing along the edge of the wetland should be vehicle restraint fencing and there should be wire/mesh to prevent dogs entering the wetland	Stakeholder request for inclusion of wire/mesh fencing to prevent dogs accessing the wetland were passed on to designer's for review.	Stockproof fencing is proposed behind the timber vehicle restraint fencing (see below) to prevent access for dogs and small children into the wetland. This replicates stockproof fencing specified around other areas of the wetlands and reservoir site. A specification for the stockproof fencing is detailed on drawing HTR-FUW-P6-RP-DR-T-3192.	Following further investigation, two separate lines of fencing are required – stockproof and vehicle restraint – as wire/mesh is not able to be incorporated into or attached to the vehicle restraint fencing.
Vehicle restraint fencing needs to provide suitable protection for Forestry England vehicles	The requirements for vehicle restraint fencing have been reviewed in relation to Forestry England's requirements whilst also considering the woodland setting.	Timber-clad vehicle restraint fencing is proposed to reflect the character of the surrounding environment. This specification is considered appropriate for the location, taking account of the low-speed nature of traffic using the forestry track. A specification for the timber vehicle restraint fencing is detailed on drawing HTR-FUW-P6-RP-DR-T-3192.	

4. Conclusion

The pre-application engagement activities undertaken in support of the Phase 6 Forestry England Track & Culverts Reserved Matters application have provided opportunities for Forestry England, local stakeholders and relevant consultees to review and comment on the proposals as they have developed. Through a combination of workshops, technical discussions, design reviews and stakeholder communications, feedback has been gathered at key stages and used to inform the evolution of the scheme.

The design presented within this application has benefited from this engagement process. Discussions with Forestry England have helped refine the technical design of the track raising works and culverts, whilst input from stakeholders has informed considerations relating to habitat creation, tree retention, fencing, maintenance arrangements and the long-term integration of the proposals within the surrounding landscape. Where practical and appropriate, comments received have been reflected in the final design, and where changes have not been possible, clear explanations have been provided.

A particular focus throughout the engagement process has been to ensure that the proposals support the operational requirements of the Forestry England track while also recognising the ecological and environmental objectives of the wider reservoir project. This has resulted in a design that seeks to minimise unnecessary impacts, maximise opportunities for habitat enhancement, and provide infrastructure that can be effectively managed throughout its operational life.

This Statement of Community Involvement demonstrates that engagement has been an integral part of the development of the Phase 6 proposals. The feedback received has been carefully reviewed by the project team and has contributed to the design approach now submitted for approval. The application therefore represents a considered and informed proposal that responds to stakeholder input while supporting the successful delivery of the Havant Thicket Reservoir project and its associated environmental benefits.

Appendices

Appendix A – Stakeholder Workshop Presentation

Appendix B – Stakeholder Workshop Handout

Appendix C – Stakeholder Workshop Activity Outcomes

Appendix A : Stakeholder Workshop Presentation

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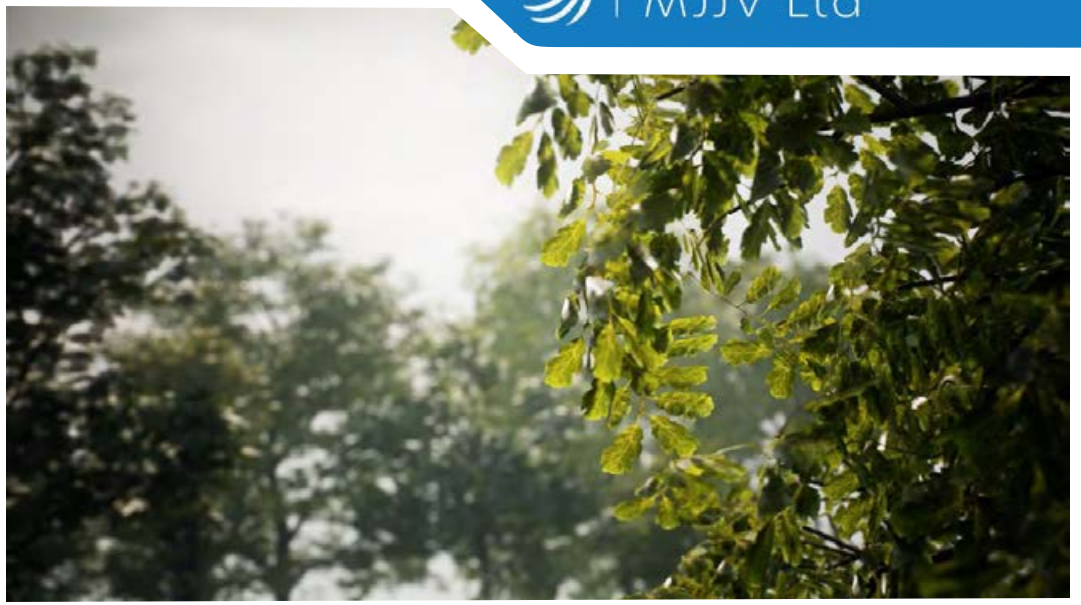
Havant Thicket Reservoir

Reserved Matters Workshop

Agenda

- 10:00 – Purpose of the session
- 10:05 – Overview of upcoming applications
- 10:15 – Overview of Phase 6 RMA / Q&A
- 10:30 – Overview of Phase 7 & 8 RMAs
- 10:45 – Feedback activity & questions
- 11:30 – Next steps, future construction sequence & wrap up



Purpose of the Session

- Share draft detailed designs for upcoming Reserved Matters applications.
- Gather your views to help shape our upcoming planning applications.
- Listen to your feedback on elements you would like incorporated within the landscaping design.

Overview of Upcoming Applications

- Today we will be discussing the final three Reserved Matters for the Main Reservoir.
  - Phase 6 – Forestry England track culverts
  - Phase 7 – Bi-directional pipe and spillway
  - Phase 8 – All remaining areas of soft / hard landscaping

- The Reserved Matters Applications are required to be submitted to approve details of:

Siting	**Scale**	**External Appearance**	**Landscaping**

Phase 6 – Forestry England Track Culverts

- Phase 6 relates to the two areas where the footprint of the wetland extends beyond the FE footpath along the North of the site.

- The application will ensure that:

  1. The footpath is maintained.
  2. The water from the wetland is able to reach its farthest extent.

Phase 7 – Bi-directional Pipe and Spillway

- Phase 7 includes buried pipework and other infrastructure associated with discharging water from the reservoir.

- The area covered by this application is between the Control House and the reservoir site boundary shown as the red line on the plan.*

** From the reservoir site boundary to Bedhampton Pumping Station, approvals are in place via the Pipeline planning permission.*

Phase 8 – Remaining Areas of Landscaping

- Phase 8 covers areas of the reservoir site where landscaping has not previously been approved.
- It also excludes the Visitor Centre area, where landscaping will be approved as part of a separate Reserved Matters application.
- The area for this application is shown as the purple highlighted area on the plan to right.

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Phase 6 Reserved Matters

Forestry England Track Culverts

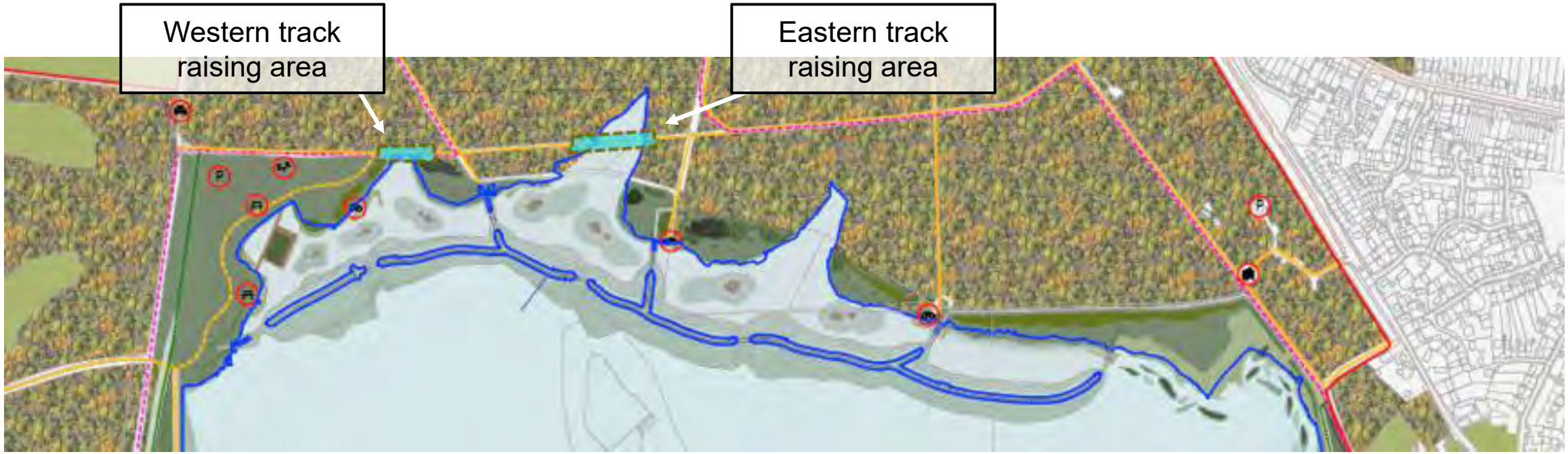
Forestry England Engagement

- Prior to today's session, the raised track and culvert design has been discussed with Forestry England.
  - These discussions will continue throughout our detailed design phase.

- In today's session, we will be covering the following:
  - A brief overview of the design
  - Explaining opportunities to retain existing trees
  - Discussing stakeholder preferences for fencing along the track

Track Raising Areas

- The level of Forestry England track to the North of the reservoir must be raised in two locations to ensure it is not flooded by the wetlands. These are as follows:

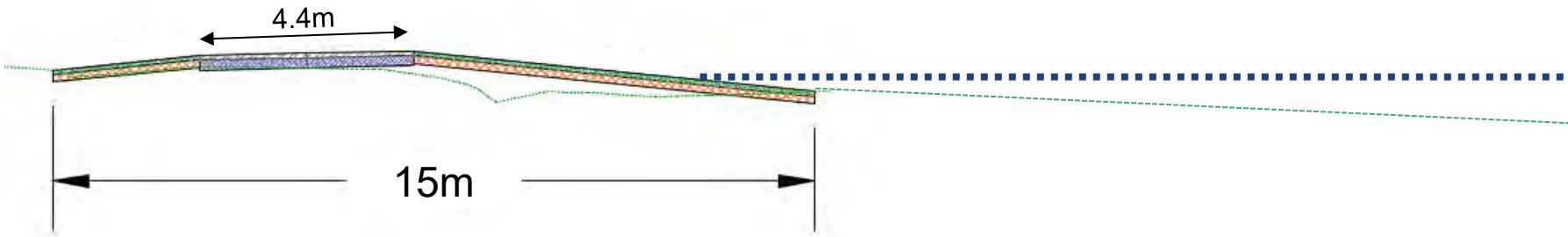


Track Raising Profile

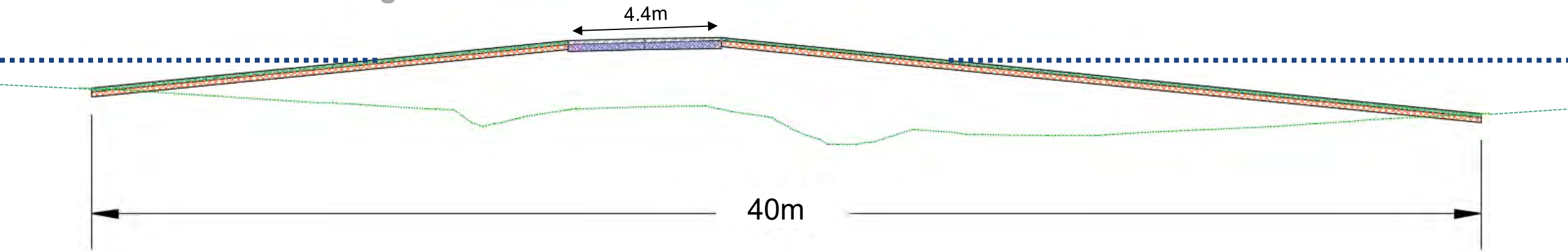
Key

- Wetland Top Water Level (TWL) – 39.5 AOD
- Existing ground level
- Track raising embankment
- Forestry England track

Western Track Raising Area:

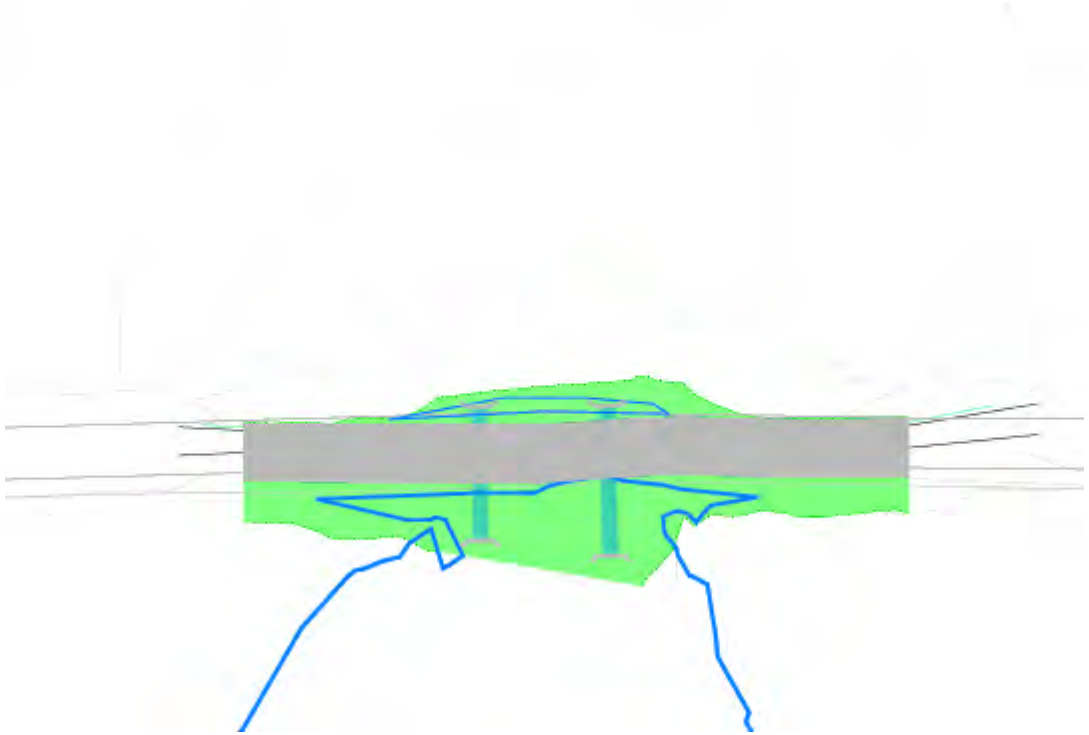


Eastern Track Raising Area:



Embankment Footprints

Western Track Raising Area:



Eastern Track Raising Area:

Arboricultural Overview

- As identified by the existing Arboricultural Impact Assessment, trees in the following areas will need to be removed:

Area	Removals Required	Reason
Embankment footprint	All trees	- To enable track raising to take place
1-2m radius of embankment footprint	Most trees* **mitigation opportunities currently being reviewed*	- To enable track raising to take place - To prevent suffocation of roots, leading to tree loss / safety risk
Waterline	All commercial connifers	- To prevent safety risk when trees become waterlogged

Arboricultural Opportunities

For each track raising area (west and east) there are two options:

1. Trees within the waterline retained (where appropriate) to create deadwood habitat
   - Oaks would need to be reduced (coronet cutting proposed)

2. All trees south of the track removed to create views across the wetland

Example of coronet cutting of an oak

Fencing

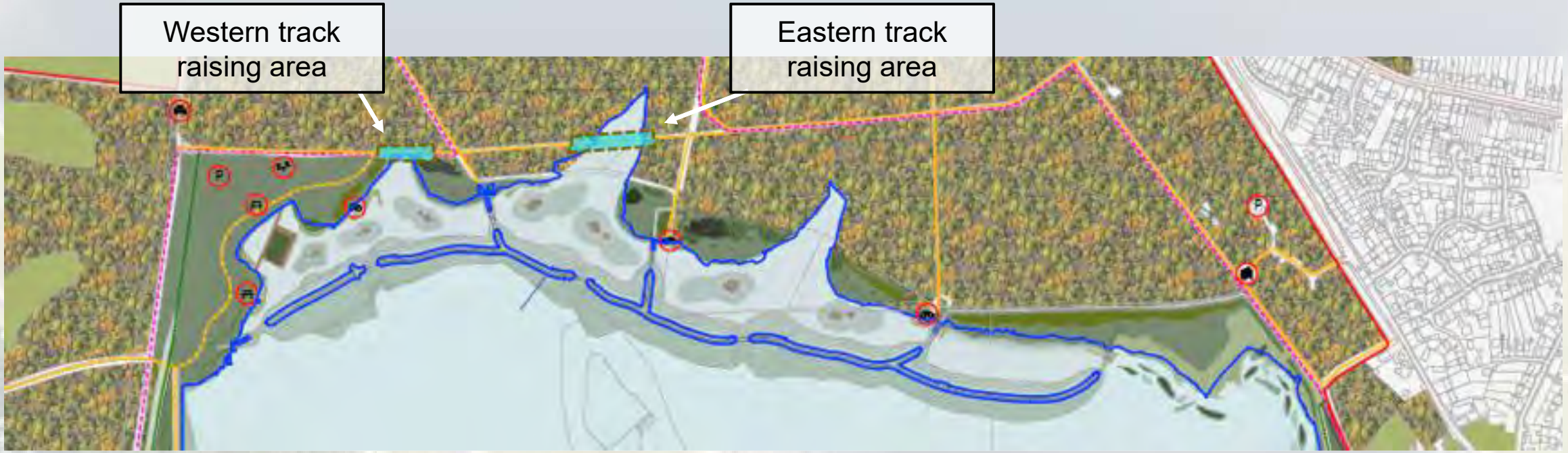
- Discussions around fencing requirements are ongoing, with the below options reviewed for fencing along the edge of the track.

Knee rail fencing (Birdsmouth fencing)

1.2m stockproof fencing

Timber vehicle restraint fencing

Any questions?



Phase 7 & 8 Reserved Matters

- Bi-directional Pipe and Spillway
- Remaining Areas of Landscaping

Workshop Format

The remainder of today's workshop session will be split into three sections:

Operational Details

An overview of operational elements of the reservoir, including below ground pipework, outfall structures and above ground kiosks.

Rush Pasture

A brief outline of rush pasture habitat detail.

Landscaping Details

A discussion of landscaping design options and an opportunity for stakeholders to provide feedback on elements, such as footpaths and screening, you would like to see incorporated within the final design.

Outline Proposals

Outline Proposals

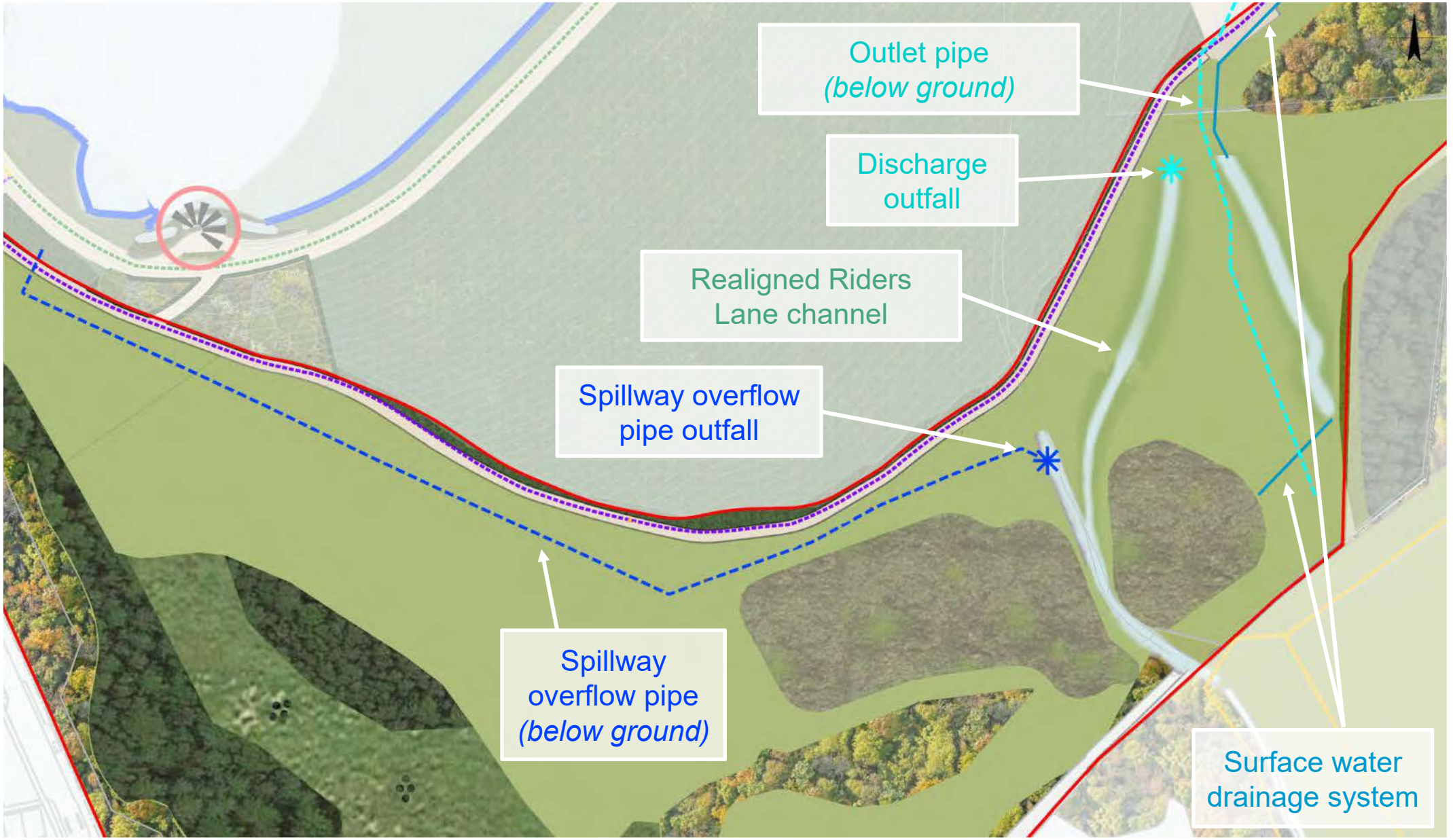
Operational Details

- In order to operate the reservoir, the following are required:

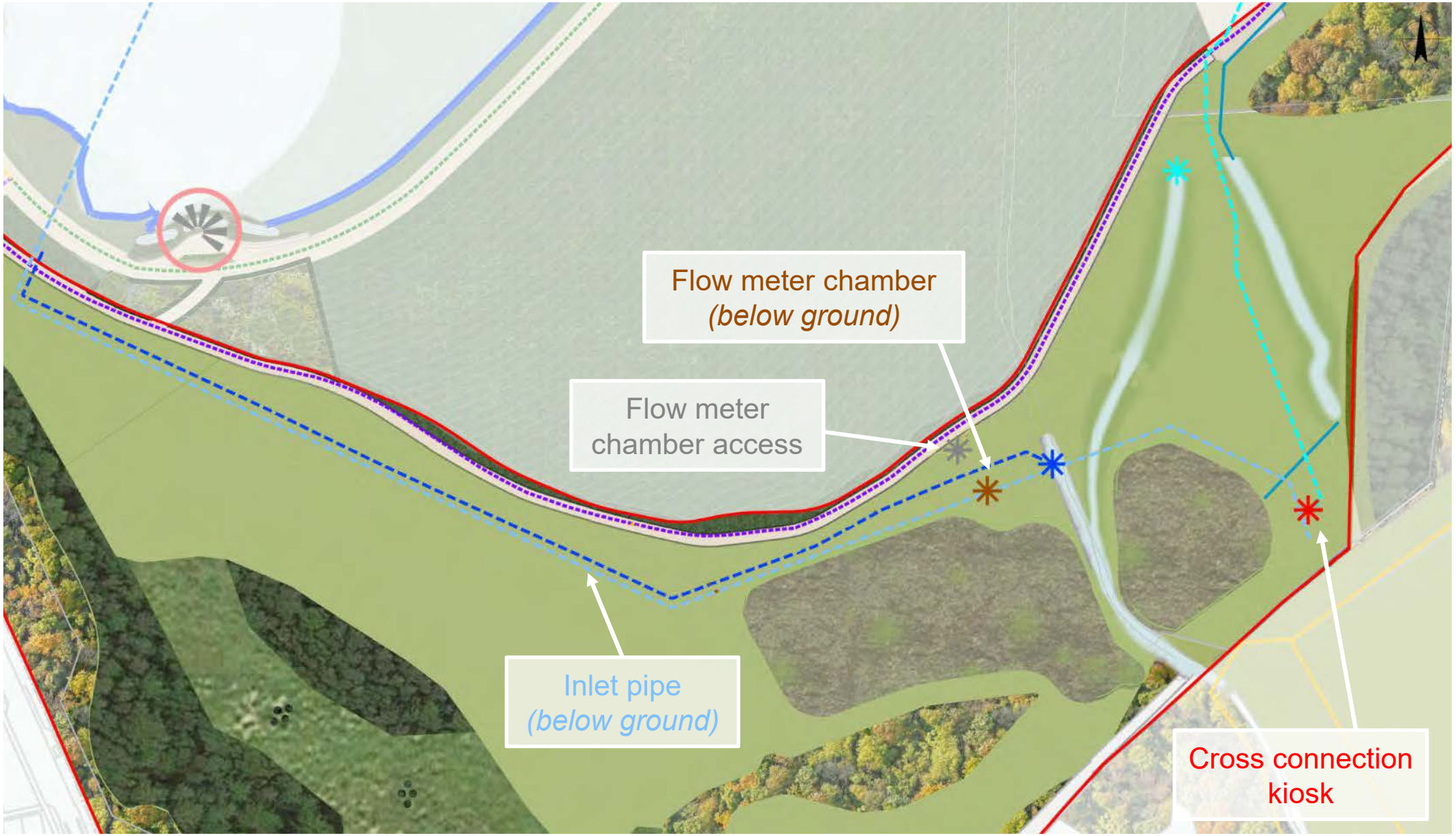
  - Outlet pipe **(BG)**
  - Surface water drainage pipe **(BG)**
  - Spillway overflow pipe **(BG)**
  - Spillway overflow pipe outfall
  - Discharge culvert **(BG)** – *connected to structures beneath the Control House courtyard*
  - Discharge outfall
  - Realigned Riders Lane channel (Reach 8)
  - Inlet pipe **(BG)**
  - Flow meter chamber **(BG)** (located on inlet pipeline)
  - Cross connection kiosk (located on outlet pipeline)

BG = below ground

Operational Details



Operational Details (including pipeline permission)



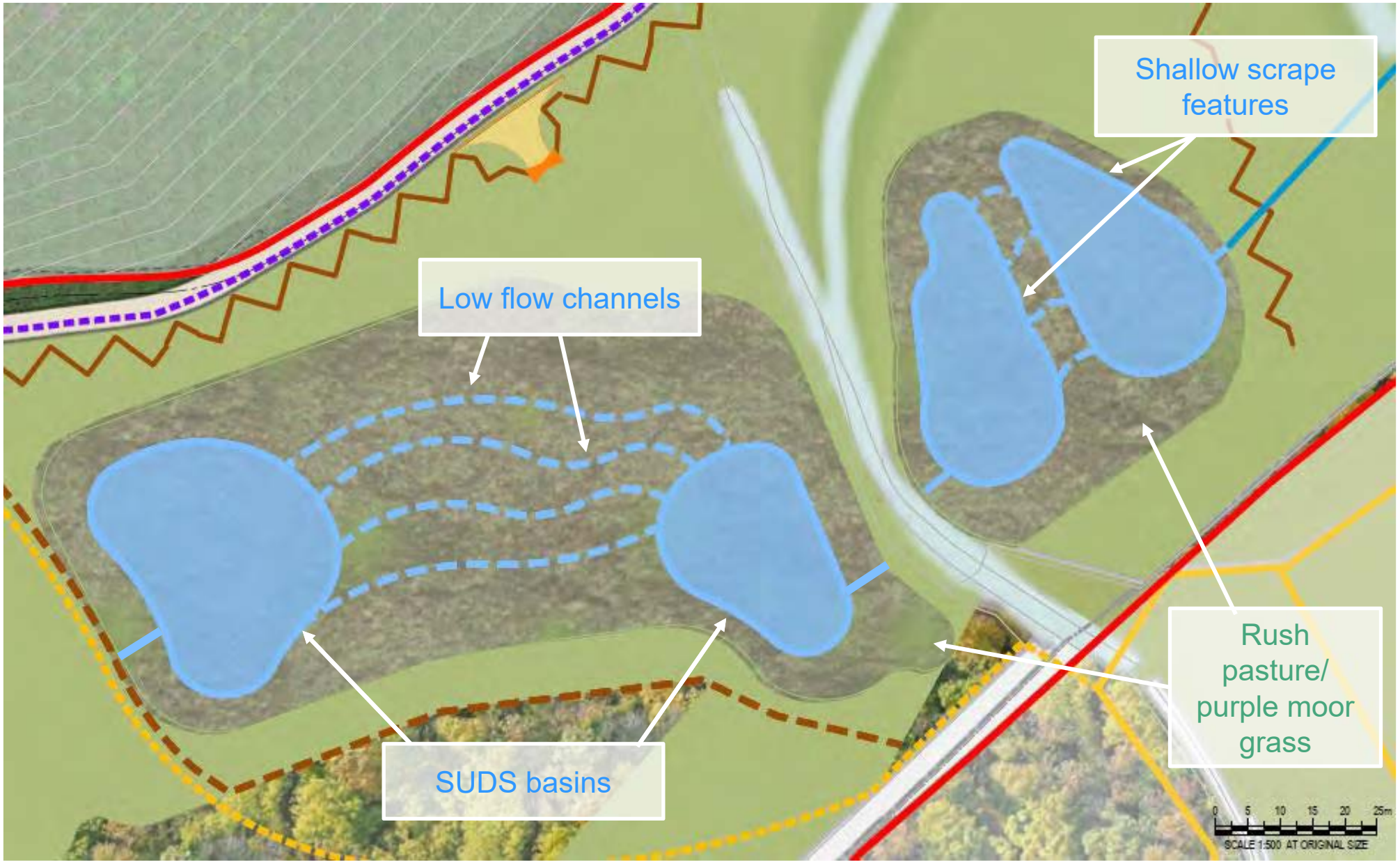
Rush Pasture

- Rush pasture habitat will be provided in the area to the South of main embankment.

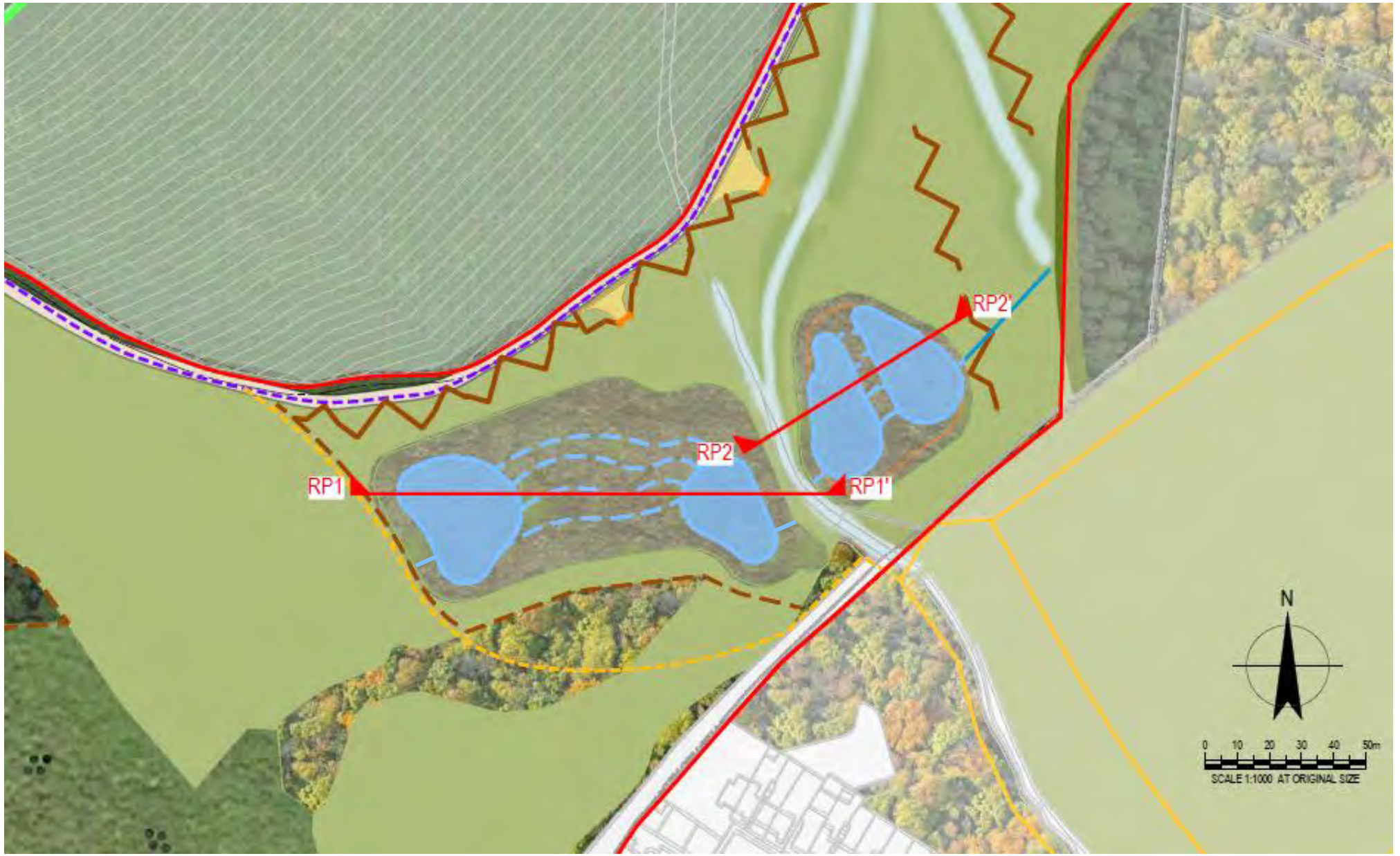
- To increase species diversity, the rush pasture area includes:
  - Shallow basins
  - Low flow channels
  - Shallow scrape features
- In total it provides approx. 250 linear metres of natural watercourse habitat.

- The area has a 1:100 gradient to provide suitable cross flow of water through drainage features before discharge into Riders Lane Stream.

Rush Pasture Detail



Rush Pasture Detail (cross sections)

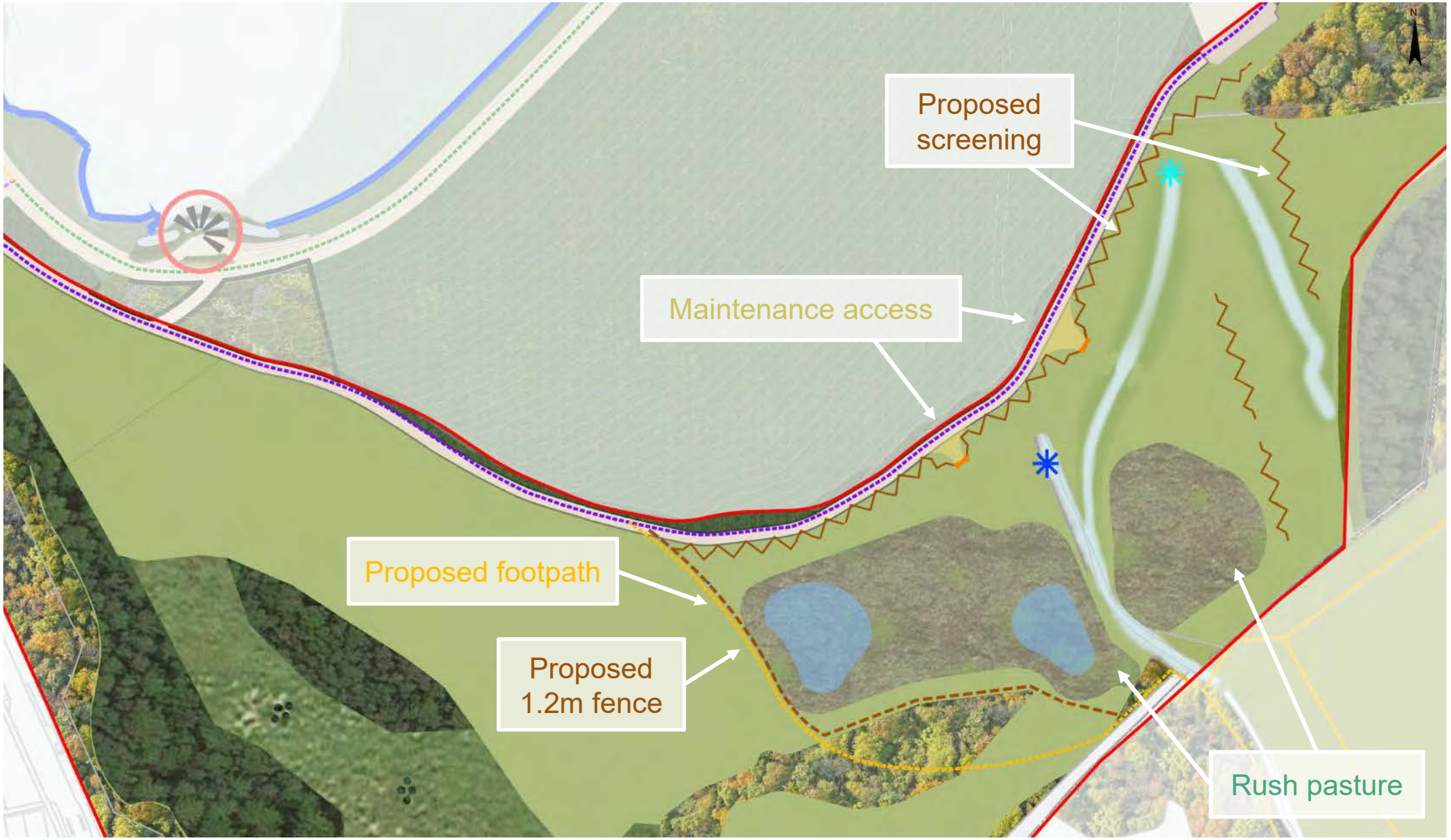


See separate drawing

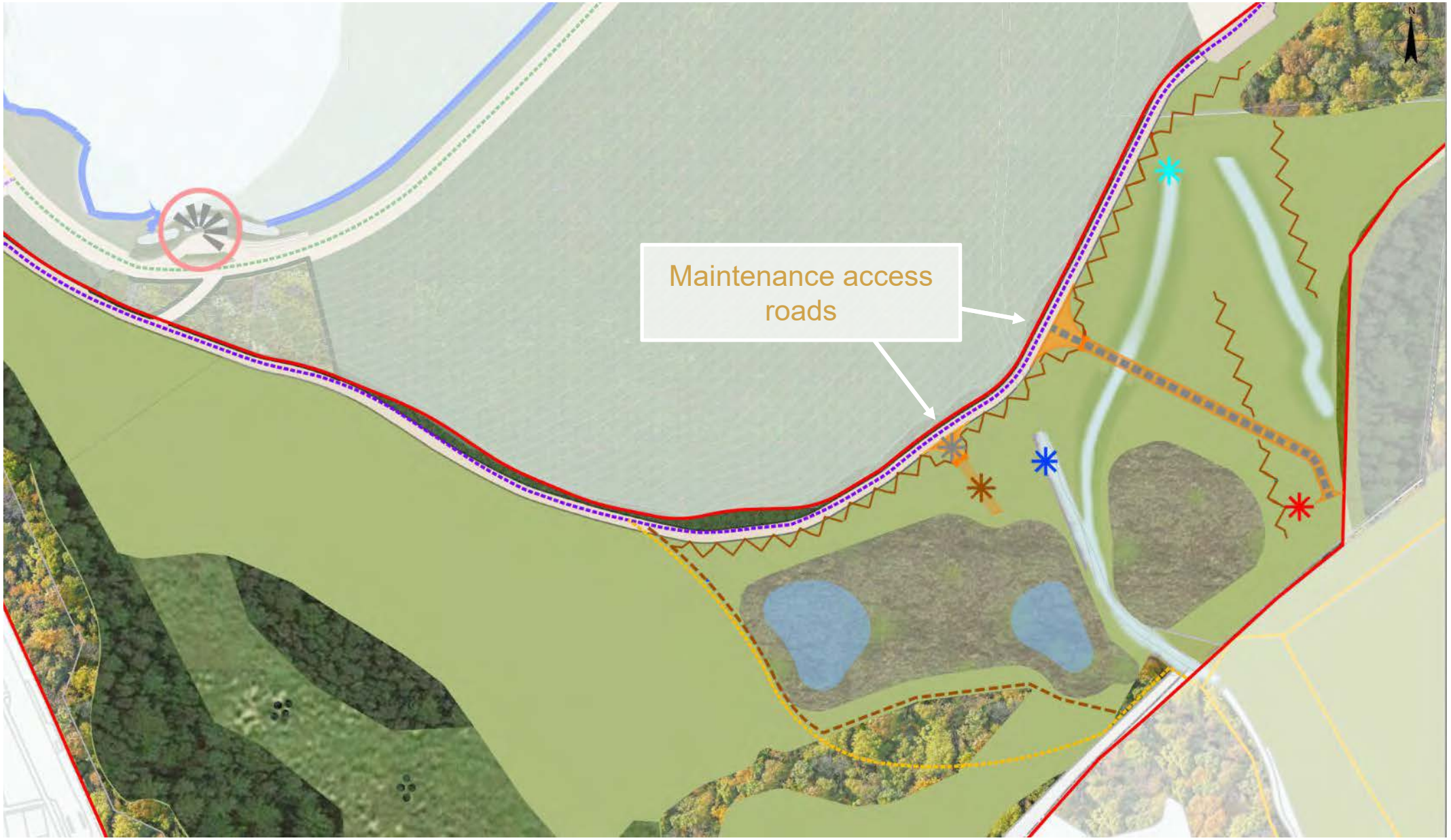
Landscaping

- Landscaping design is in its early stages, giving you the chance to give us your suggestions.
- Some fencing and/or screening is required for safety around above ground structures.
- The focus for today's session is on the landscaping within southern area already discussed, but we would welcome your thoughts on the eastern area of the site as well.

Landscaping Details (Overview)



Landscaping Details (including pipeline permission)



Landscaping Opportunities: Footpath Connectivity

- Existing SCP footpaths
- Bridleway 121
- Proposed new footpath
- Optional connectivity

Landscaping Opportunities: Fencing / Visual Screening

Visual screening

Visual screening suggested adjacent to bridleway/ maintenance track to prevent disturbance to rush pasture habitat.

1.2m stockproof fence

Section of stockproof fencing would allow views across rush pasture area if desirable.

Landscaping Opportunities: Appearance of above ground structures

Dark green kiosks aimed at blending in with surrounding landscaping

Brick/flint appearance to replicate Control House and surrounding building (including within SCP)

**may increase minimum possible size of the structure*

Session Recap

Next steps

- Presentation materials from this session will be circulated later today.
- Additional feedback or questions can be submitted in writing before **Tuesday 7th April** by email to **havantthicket@portsmouthwater.co.uk**
- We will then prepare a detailed ‘You Said, We Did’ Report and distribute this prior to application to explain our chosen proposals.
- The Reserved Matters Applications and associated conditions documents will then be submitted in Spring/Summer 2026.

Appendix B : Stakeholder Workshop Handout

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE (UNO).
2. ALL LEVELS ARE IN METRES TO ORDNANCE DATUM (AOD).
3. TWL = TOP OF WATER LEVEL

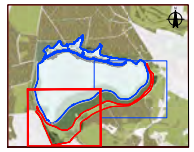
Key

Reserved Matters Application boundary
90(3) contour - top water level for main reservoir

Existing
Woodland
Permissive path - pedestrian use
Bridleway - pedestrian, cycle and equestrian use
Long distance path
Cycle path

Proposed
Permissive path - pedestrian use
Bridleway - pedestrian, cycle and equestrian use
Path - pedestrian and cycle use
Temporary bridleway diversion (will be reinstated to permissive path access)
Viewing Point
Vehicle access point
Entrance point
Woodland
Scrub regeneration
Wet grassland
Watercourse / pond feature
Wildflower grassland
Flush pasture
Reservoir

Key plan - Not to scale



REFERENCE DOCUMENTS AND DRAWINGS

PLEASE REFER TO
HTR-GHD-ZZ-ZZ-SK-L-0002 PHASE 7 AND 8 REMAINING LANDSCAPE AREAS, LANDSCAPE SKETCH EASTERN SECTION
HTR-GHD-ZZ-ZZ-SK-L-0003 PHASE 7 AND 8 REMAINING LANDSCAPE AREAS, LANDSCAPE, DRAINAGE, AND ACCESS SKETCH
HTR-GHD-ZZ-ZZ-SK-L-0004 PHASE 7 AND 8 REMAINING LANDSCAPE AREAS, ARCHITECTURAL TYPE
HTR-GHD-ZZ-ZZ-SK-L-0005 PHASE 7 AND 8 REMAINING LANDSCAPE AREAS, FLUSH PASTURE, INDICATIVE CROSS SECTIONS

Rev	Description	Author	Checked	Approved	Date
P01	FOR INFORMATION	SWG	TG	TG	15/12/2021

Author EP — Drafting Check SWG
Designer ST — Design Check SWG

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REGISTERED IN ENGLAND No. 2556455

Future Water MJJV Ltd

GHD

Project No. 12547181

Client: PORTSMOUTH WATER

Project: HAVANT THICKET RESERVOIR

Status: FOR INFORMATION — Status Code: S2

Drawing Title: PHASE 7 AND 8 REMAINING LANDSCAPE AREAS LANDSCAPE SKETCH WESTERN SECTION

Size: A0

Drawing No.: HTR-GHD-ZZ-ZZ-SK-L-0001

Rev: P01

SCALE 1:500 AT ORIGINAL SIZE

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Key

- Reserved Matters Application boundary
- 90 contour - top water level for main reservoir

Existing

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- Permissive path - pedestrian use
- Bridleway - pedestrian, cycle and equestrian use
- Long distance path
- Cycle path

Proposed

- Permissive path - pedestrian use
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- Temporary bridleway diversion (will be reinstated to permissive path access)
- Viewing Point
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- Wet grassland
- Watercourse / pond feature
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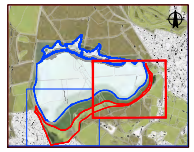
- Rush pasture
- Reservoir

Key plan - Not to scale



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HTR-GHD-ZZ-ZZ-SK-L-0005 PHASE 7 AND 8 REMAINING LANDSCAPE AREAS RUSH PASTURE, INDICATIVE CROSS SECTIONS

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Author	EP	Drafting Check	SWG
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Drawing Title: PHASE 7 AND 8 REMAINING LANDSCAPE AREAS LANDSCAPE SKETCH EASTERN SECTION

Size: A0

Drawing No.: HTR-GHD-ZZ-ZZ-SK-L-0002

Rev: P01

Appendix C : Stakeholder Workshop Activity Outcomes

Feedback from the Stakeholder Workshop Post-It Activity
600mm culverts may not be big enough. Woodland soil is clay and will silt up very quickly and block, as they do in FE woodland historically
I'm concerned about the maintenance of culverts, could fewer but larger culverts under the track be less liable to blockage?
Culverts to be designed so there is higher level/above waterline tunnel for small mammals if possible
I think fencing along main wetland should be vehicle with wire
Vehicle restraint fence needs to take weight of a potentially rolling 40t timber lorry loaded with timber, fuel and hydraulic fluid
Better not to coronet cut oaks if not adjacent to forest road as better biodiversity value to let die standing in water complete
Retain as many trees as possible on either side of raised track
Please retain as many dead trees as possible
Please retain as much wet woodland as possible and allow more to regenerate
Trees in water logged areas south of northern track should be retained to die naturally, will provide more habitat for biodiversity