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Date	29 July 2026	Email	havantdc@hants.gov.uk

For attention of Mr Lakhan

Dear Sirs

Re: APP/26/00425 At Havant Thicket Reservoir Site

Application for approval of all Reserved Matters (siting, scale, external appearance, and landscaping) relating to Phase 4 (Southern Access Road) of the Havant Thicket Reservoir development pursuant to Condition 2 of the S73 consent planning reference APP/24/00312 dated 6th December 2024.

Thank you for the opportunity to comment on the above reserved matters planning application. The Highway Authority have reviewed the information submitted within the Reserved Matters submission relating to the Phase 4 (Southern access road) of the Havant Thicket Reservoir, and have the following comments to make.

The Southern Access Road (SAR) provides to a new recreational facility/resource in an area which the community can access on foot, cycle or through existing bus routes. 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. A s278 submission for the junction with Swanmore Road has been made with the Highway Authority, and as the junction already has consent under the S73 permission it is therefore outside of the scope of this reserved matters application.

The Developer submitted a pre-application to the Highway Authority, seeking comments ahead of this reserved matter submission, and therefore the SAR

Director of Universal Services
Patrick Blogg

has already been through several iterations of refinement with the Highway Authority.

It is noted that the Southern Access Road is proposed to remain private/unadopted.

Road layout and form

A 4m wide access road is proposed to be provided, which is acceptable and a lockable barrier is shown at the southern end. Details of the lockable gate are to be determined by RMA condition for approval before installation, and it should include reflective materials and signage, including methods of access control during operational hours.

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.

Passing places are shown at approximately at 50- 80m intervals, which is acceptable.

Swept Path Analysis shown on drawings HTR-GHD-P4-SA-DR-T-0023 P02 sheets 1 & 2 demonstrates vehicles can pass each other within passing spaces, and maintenance vehicles can negotiate access into the embankment crest track, which is acceptable.

Access road surface material is shown as asphalt construction which is acceptable.

An RSA1/ 2 has been submitted including designer responses addressing all the items raised, and the Highway Authority has no further comments.

Visibility

Visibility splays at the two bridleway crossings are shown on drawing HTR-GHD-P4-SA-DR-T-0029 for a design speed of 20mph, at 66m in accordance with the Highways Authorities guidance, which is acceptable and thus the Highway Authority have no further comments. Forward visibility is shown on drawing HTR-GHD-P4-SA-DR-T-0028 P02 as wholly within the SAR footprint and the Highway Authority have no further comments.

Landscape

The Plan HTR-GHD-P4-SA-DR-T-0010 shows tree stumps at Swanmore Rd junction on highway land. These will need to be timber bollards in accordance with HCC11/C/135 Rev C (which will require a s278 agreement), or be re-located a minimum 500mm back from existing adopted highway area.

PROW Crossings

Two bridleway crossings are shown across the SAR joining the existing Bridleway to the west at chainage 320 and 600. The locations and arrangement of the equestrian pens are considered acceptable.

Drainage

A filter drain is proposed to aide surface water drainage from the carriageway along the majority of the SAR. Between chainage 720-780 the SAR cross section detail shows a raised kerb edge on both sides of the carriageway, but without any drainage facility which may result in trapped water. In addition, the road profile along this section has a low point at between Ch 740 and 750, exacerbating this issue. The Planning Authority in consultation with other parties as necessary should ensure that this private drainage is designed to operate appropriately. Water will not be permitted to drain into the adopted highway.

The east side edge of the carriageway (offset -2) appears to be the low point on the cross sections, whereas the filter drain appears away from this location although not shown on the cross sections. Therefore water may pond at this low point on the carriageway edge.

Conclusion

Subject to the proposed tree stumps being removed from the existing highway and the drainage matters being suitably addressed to the satisfaction of the Planning Authority and as the SAR is not being proposed to be adopted, the Highway Authority have no objections to the proposals.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Universal Services