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Enquiries to	Holly Drury	My reference	061623
Direct Line	N/A	Your reference	APP/26/00574
Date	15 September 2026	Email	havantdc@hants.gov.uk

For attention of Mr Lakhan

Dear Sirs

Re: APP/26/00574 At Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant

Application for approval of all Reserved Matters (siting, scale, external appearance, and landscaping) relating to Phase 9 (Northwest Corner and Visitor Centre) of the Havant Thicket Reservoir development pursuant to Condition 2 of the S73 consent planning reference APP/24/00312 dated 6th December 2024 (updated 3rd September 2026).

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 9 (North West Corner and Visitor Centre) of the Havant Thicket Reservoir development, and have the following comments.

The Reservoir provides a new wetland habitat and associated area for nature conservation. The focal point of the recreational facilities for the reservoir will be the north west corner of the reservoir, and a series of facilities will be provided in this area including:

- A Visitor Centre, providing a focus for public engagement with the reservoir, with a reception and exhibition area, shop, café and restaurant facilities, an education / conference space, staff spaces, and toilets.

Director of Universal Services
Patrick Blogg

- A Visitor Hub Building comprising an energy centre, with all services which are better located on land, a café kiosk, catering stores and public toilets, including a Changing Places facility.
- An education bird hide, suitable for usage by a half-class group of 15 students.
- Associated landscape elements including car and bus parking, covered cycle stands picnic and play areas, paths, roads and boardwalks, signage and wayfinding, other ancillary facilities and infrastructure, and CCTV coverage.

Outline planning permission (APP/20/0990) included an application for 'Access routes from both junctions to the visitor car park; visitor car park comprising 193 car parking spaces and between 70 and 75 overflow spaces plus spaces for staff, coach/minibus and disabled drivers sited to the north west of the reservoir.'

Vehicular access to the Visitor Centre and associated parking is either via the access road from B2149, or Stanmore Road. Pedestrians or cyclists will access the Visitor Centre via the network of footways, bridleways and permitted access routes within the reservoir hinterland.

Outline planning permission has been granted for these facilities, and the detailed design is the subject of this RMA.

The main northern car park is situated on the existing areas of hard standing built for the construction compound. The secondary southern car park is located to the south with links to Warren Park estate. There is no direct connection between the car parks to prevent creating a short-cut across the site. The coach drop-off is located to the north of the main axis, providing a segregated set-down and pick up point away from the main car parks to reduce congestion. The play area is located closely to south, making it more accessible to the local community. It is located next to the picnic area.

Access

The northern car park is accessed via the B2149, and the southern car park is accessed from Swanmore Road. Both are shown as having barrier-controlled entry, and there is an emergency access barrier between the two car parks to prevent through traffic from Stanmore Road to the B2149, which is acceptable. There is also a proposed barrier provision for the southern access road at the junction of Swanmore Road which the highway authority has accepted under

application APP/26/00425. The provision of the barriers are supported with their operation to be agreed through the operational management plan.

Parking Capacity

Outline planning permission included permission for visitor parking for 193 car parking spaces and between 70-75 overflow spaces plus spaces for staff. These latest proposals now indicate *'the total number of parking spaces to be provided is 296, including overflow and staff spaces. Of these 17 will be accessible spaces (approximately 6%), and 28 will be spaces for electric vehicle charging. There are also three bus bays & two horse drop off bays'*.

The parking spaces are split between 255 spaces in the north and 41 spaces in the south car. No explanation for the change in parking provision or North/South split has been provided, and the Highway Authority request further detail with justification on the new figures.

There is a proposed provision of 36 cycle stands, and also parking for other cycle types to be developed, which are acceptable.

The Planning Authority should also confirm if they are content with the proposed parking quantum and it complies with any Parking SPD requirements.

Parking overflow

The Highway Authority would welcome discussions with regards to proposals for potential risk of parking overspill into Staunton Country Park and the adjoining road network, given the visitor numbers likely at typical peak periods through the year, and the estimated visitor numbers when compared to the parking provision.

Flow around the visitor centre

It was fed back at pre-application discussions the need for a continuous route through the site for pedestrians and cyclists past the visitor centre. There are aspirations to utilise opportunities for connections between Horndean and Swanmore Road for pedestrian and cycle connectivity. At present the shared space route around the reservoir is broken up by street furniture and other infrastructure. The Highway Authority would like to understand the reason for the non-continuous shared use route, as potentially users of the bridleways and cycle routes would like to cycle around the reservoir in its entirety and start/stop their journey at other locations other than the Visitor Centre. At present the design could lead to conflicts between through users and those utilising the visitor centre space.

Recommendation

The Highway Authority require additional information relating to the design of the area and the parking requirements before a positive recommendation can be made on the application. Should you wish to discuss the above response please do not hesitate to contact me.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Universal Services