

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Enquiries to	Holly Drury	My reference	061916
Direct Line	N/A	Your reference	APP/26/00679
Date	26 October 2026	Email	havantdc@hants.gov.uk

For attention of Mr Lakhan

Dear Sirs

Re: APP/26/00679 At Havant Thicket Reservoir Site

Application for approval of all Reserved Matters (siting, scale, external appearance and landscaping) relating to Phase 7 (Spillway and Pipe) and Phase 8 (Remaining areas of hard and soft landscaping) of the 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 consultation request on reserved matters relating to Phase 7 and Phase 8 of the Thicket Reservoir Development.

It is noted that Reserved Matters Application (RMA) combines Phases 7 & 8 together due to the interrelationship and overlap of the respective elements of development including the discharge structures and the remaining areas of hard and soft landscaping, not approved as part of previous RMAs.

Complementary to its infrastructure resilience function, the reservoir will provide a new recreational facility/resource in an area which the community can access on foot, by bike, or through existing bus routes. It offers further opportunities to improve the wider footpath, cycleway, and bridleway networks in the area.

Recreation access has been incorporated through the design for the Phase 7 & 8 RMA whilst protecting sensitive habitats and ecological enhancement areas. This includes the diverted Bridleway 120 along the maintenance access track, which will also provide access to the inlet / outlet cross connection kiosk and to the below ground spillway flow meter chamber.

Director of Universal Services
Patrick Blogg

Numerous other permissive routes have been retained wherever possible, as well as new routes to connect cyclists and pedestrians to existing permissive routes to provide enhanced access across the reservoir site.

Details have been provided for two kissing gates which provide access to Well Meadow residential area to the south west of the site with further dialogue required in regards the site wide recreation and access strategy from the reservoir.

It is also noted in the Planning Statement Doc ref HTR-FUW-P8-RP-RP-T-1744, points 2.10 and 2.11, suggest that a planning condition is attached to the Phase 7 & 8 RMA requiring the details of access management measures at entrances to the site where not included on the approved drawings (two kissing gates), to be submitted for approval by the local planning authority prior to the reservoir site opening to the public.

With respect of Phase 7 (Spillway and Pipe), the Highway Authority have no comments to make.

Regarding Phase 8 (Remaining Areas of hard and soft landscaping) the Highway Authority have the following comments:-

Access

The Highway Authority request that a planning condition is attached to the Phase 7 & 8 RMA, requiring the details of access management measures at entrances to the site are submitted separately for approval to the local planning authority, where they are not included on the approved drawings in this consultation. This should be done prior to the reservoir site opening to the public.

Where there are access gates or structures being installed along public rights of way, authority for the installation of these structures will need to be sought by emailing prow@hants.gov.uk . Further details are available at <https://www.hants.gov.uk/landplanningandenvironment/rightsofway/landowners>

In respect of the two kissing gates shown for access at Well Meadow, please can further details be provided of the dimensions of the gates. It is noted that the kissing gate is 2m wide. The Highways Authorities default is to use the least restrictive and largest gate which the site will allow, which gives easy passage for pushchairs, dogs and people with mobility difficulties. Please note Hampshire Countryside service design standards <https://documents.hants.gov.uk/countryside/designstandards-kissinggates.pdf> and preference for gates as per example supplier: Other suppliers have similar designs with a retractable (radar key) latch and a larger rectangular passing place :-<https://centrewire.com/products/woodstock-large-mobility-kissing-gate/>

Whatever gate is chosen should comply with BS5709:2018.

Maintenance track/Bridleway layout and details

Currently there is a closure of part of Havant bridleway 120 and Rowlands Castle bridleway 29 to facilitate the construction of the reservoir. Once complete, these diverted bridleways will be permanently realigned to pass around the southern side of the reservoir along the maintenance track. This submission includes the diverted bridleway permanent alignment, and the Highway Authority request further details are provided of the proposed design of the new route (maintenance track), to include the widths, forward visibility lines and construction details.

Clarity is also sought on whether the diverted bridleway which passes over the maintenance track is to be maintained by the Highway Authority, or the landowner.

With regards to drawing 'Phase 7 and 8 remaining landscape areas with recreation access', Drawing No. HTR-GHD-P8-RP-DR-T-0015; details the widths and outline design specification of the permissive paths. The construction specification and path construction thicknesses are as per HCC standard detail HCC11/C/050 (Type 4 Rural Footway) and are considered acceptable. The Highway Authority require all shared use paths to be minimum 3.0m wide, and pedestrian paths a minimum of 2.0m.

Recommendation

The Highway Authority require additional information relating to the design of the paths and maintenance track 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