

Supplementary Information

HAVANT BOROUGH COUNCIL
PLANNING COMMITTEE
MONDAY, 13TH FEBRUARY, 2023

Please note that the attached supplementary information was unavailable when the agenda was printed.

Agenda No Item

- | | | |
|-------------|---|---------------|
| 5(a) | APP/22/00681 - Havant Thicket, adjacent to Sir George Staunton Country Park, Middle Park Way, Havant | 1 - 54 |
| | Proposal: Application for approval of all Reserved Matters relating to Phase 1 (northern access route from Manor Lodge Road (B2149)) of the Havant Thicket Reservoir Project (Hybrid permission APP/20/00990) and approval of condition Nos: 2, 13, 20, 27, 28, 32, 36, 37, 38 and 39 also in relation to the northern access route. | |

[Additional Documents](#)

This page is intentionally left blank

Site Address: Havant Thicket Winter Storage Reservoir, Manor Lodge Road, Rowlands Castle.

Proposal: Application for approval of all Reserved Matters relating to Phase 1 (northern access route from Manor Lodge Road (B2149)) of the Havant Thicket Reservoir Project (Hybrid permission APP/20/00990) and approval of condition Nos: 2, 13, 20, 27, 28, 32, 36, 37, 38 and 39 also in relation to the northern access route.

Application No: APP/22/00681

Expiry Date: 8 November 2022

Applicant: Portsmouth Water Ltd

Agent: Atkins Global

Case Officer: Narinder Lakhan

Ward: Battins

Reason for Committee Consideration: Referral to Committee by the Executive Head of Place – Phase 1 of a Large-Scale Major Application

Density: N/A

HPS Recommendation: **APPROVE RESERVED MATTERS APPLICATION**

Executive Summary

This application has been submitted to Havant Borough Council (HBC) and East Hampshire District Council (EHDC) on behalf of Portsmouth Water and seeks approval for Reserved Matters relating to the Northern Access (Phase 1) in connection with the Hybrid Planning Permission (reference APP/20/00990) for a reservoir and associated infrastructure (the “Approved Scheme”) on land at Havant Thicket, adjacent to Sir George Staunton Country Park and Middle Park Way, Havant.

The reservoir will be filled with surplus water drawn from the springs at the Bedhampton works and will provide water supplies to Portsmouth Water customers in the summer months as required. Complementary to its infrastructure function, the reservoir will provide a new recreational facility resource which the public can access. It will further opportunities to improve the wider footpath, cycleway and bridleway networks in the area. The Approved Scheme will provide a new wetland habitat and associated area for nature conservation.

As part of the Hybrid consent, outline planning permission was granted for the Northern Access Route along an existing track to the reservoir site, subject to a Reserved Matters Application (RMA). The access junction on and adjoining the B2149 is subject to a Section 278 Agreement with the Local Highway Authority (Hampshire County Council) as this will become adopted Highway. The access area adjoining this and the access route to the reservoir comprise Phase 1 of the approved reservoir scheme.

The Phase 1 Scheme will link the reservoir site with the B2149. There is a secondary access proposed to the south off Swanmore Road. The Northern Access will take up 100% of the reservoir construction traffic and 67% of the pipeline construction traffic. This approach will ensure that the reservoir construction traffic will not passthrough residential areas. On completion of the construction phase, the Northern Access will

remain open as a permanent access route for regional visitor traffic. The southern access will accommodate local traffic.

It is considered the siting, scale, appearance and landscaping of the northern access route accords with the approved outline design parameters and specification to ensure that the route will result in minimal impact to nearby sensitive receptors including existing ecological habitats, landscape, trees, ancient woodland and heritage assets. The tree and woodland removal required to deliver the access route does not exceed what was set out in the Approved Scheme.

The highway impacts of the access route including its materials, design and siting and the movement along the route for vehicles, pedestrian and cyclists have been considered by HCC as Highways Authority. It has been found the access route will allow ease of movement for all users and not impact highway safety or cause unnecessary or dangerous movements.

The Phase 1 Scheme forms part of the Approved Scheme, which is safeguarded in the adopted local plans through HBC Policy CS18 and CS19. The Approved Scheme was subject to an Environmental Impact Assessment (EIA) and an Arboricultural Impact Assessment (AIA) which assessed the scheme submitted in detail and parameters for the scheme submitted in outline (northern access route). It has been demonstrated that the northern access route does not result in any additional impacts which were not considered as part of the Approved Scheme EIA.

The access route has been designed within the context of the requirements of relevant national and local planning policy. As well as facilitating future development phases within the Approved Scheme, the Phase 1 northern access route will provide non-motorised user access to the north to provide a significant new connection between Havant, the reservoir site and future development to the north within EHDC and the wider public rights of way network.

1 Site Description

The Reservoir Site

- 1.1 The reservoir site has an area of approximately 160 hectares and comprises predominantly of open grassland with some woodland, vegetation and ditches. The site straddles the local authority boundary between HBC and EHDC, with the district boundary running through The Avenue woodland within the site.
- 1.2 At the centre of the reservoir site is an area designated as ancient woodland that runs from the south-east to north-west known as The Avenue. Three other areas of ancient woodland: Middle Clearing; Round Wood and Corsican Pine Plantation are located within the reservoir site. A Public Right of Way (bridleway) extends from east to west through the centre of the site. The bridleway runs from Manor Lodge Road in the east to Park Lane in the west, linking Rowlands Castle with Cowplain. There are further access points into the reservoir site from the public highway. These are as follows: a path off the corner of Swanmore Road; a path from Bitterne Close via the Country Park; Whichers Gate at the Manor Lodge Road/Whichers Gate Road junction; a path from Manor Lodge Road park via the Forestry England car park and a logging track also off Manor Lodge Park Road.

- 1.3 The land in Staunton Country Park (SCP) is designated Open Access land, which includes a number of permissive paths within and adjoining the reservoir site, including along The Avenue. Within the Havant Thicket woodland to the north there is a mixture of gravel logging routes and grassed routes. A number of footpaths run adjacent to and in the proximity of the reservoir site to the south and east in Rowlands Castle and the country park. A cycleway runs along Swanmore Road immediately to the west of the reservoir site. To the east, National Cycle Route 22 runs from north to south and passes close by the farm at SCP.

Phase 1 Location

- 1.4 The northern access junction is located adjacent to the B2149 Manor Lodge Road between A3(M) Junction 2 and Rowlands Castle. The boundary of the SDNP lies on the north-east side of the B2149 at this location (directly opposite the junction), Havant Thicket lies to the south and Blendworth Common to the west. The Phase 1 Scheme extends from the B2149 in a south westerly direction and skirts around the western edge of Havant Thicket utilising an existing Forestry England track for a distance of 1,407 metres(m) to reach a clearing where the future car park and visitor centre will be located as part of the Approved Scheme.
- 1.5 The northern part of the Phase 1 Scheme passes through an area of woodland habitat known as the Blendworth Fragment. The remainder of the route then joins an existing track along the western edge of Havant Thicket woodland which is wide and open, aligned with trees and scrub.

Environmental and Heritage Designations

- 1.6 The historic environment within the reservoir site includes portions of the Grade II* Registered Park and Garden (RPG) at Leigh Park (Staunton Country Park) and the Sir George Staunton Conservation Area.
- 1.7 Within the reservoir site, The Avenue, Middle Clearing and Round Wood are classified as Ancient Semi-Natural Woodland (ASNW). The Corsican Pine Plantation is classified as Plantation on Ancient Woodland Sites (PAWS). A significant part of Havant Thicket woodland to the north is listed as PAWS. Bells Copse, located to the west, also located within the wider reservoir site is also listed as partly ASNW and partly PAWS. These woodland blocks are designated as Sites of Importance for Nature Conservation (SINC). In addition, four Priority Habitats are present within the reservoir site namely: purple moor-grass and rush pasture; lowland dry acid grassland; wet woodland; and lowland mixed deciduous woodland.
- 1.8 The majority of the reservoir site is located in a low flood risk area, Flood Zone 1. One section of the Site (southwest corner) is categorised as being in Flood Zone 2 and 3. Flood Zone 3 is the area of highest risk of flooding. There are three watercourses which enter the north of the reservoir site, named Headwater Streams 1-3, these converge into a single watercourse towards the southern boundary. There are also two shorter watercourses within the reservoir site (Headwater Stream 4 and 5). All watercourses are very narrow, typically around 1m in width, and are generally dry from May to October.

2 Planning History

- 2.1 The application site has been subject to planning applications, the more significant/relevant applications are listed below:
- 2.2 **APP/20/0090** - Hybrid Application (part full and outline) – 1) Full Planning permission for development of a reservoir for raw water storage, a pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (ML), to support the planned bulk supply transfer of at least 21ML/d in extreme (currently defined as 1:200 year) drought conditions; Construction of an earth embankment adjacent to Staunton Country Park; Construction of an overflow discharge/spillway at the south-western side of the reservoir and associated works; Construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road. Provision of viewing areas on the southern embankment and western edge of the reservoir. 2) Outline permission for a control house partially incorporated within landscaped earth mounding adjacent to the south-west embankment; together with provision of other earth embankments. Construction of a visitor centre / cafe, with storage areas and welfare facilities to the northwest of the reservoir to be used for recreational and education purposes; Provision of picnic area(s) and children's play area(s). 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. Creation of a permanent wetland on the northern side of the reservoir and construction of bird watching hide/screen(s); Recreational facilities for public amenity. Provision of perimeter tracks and a network of bridleways, cycle paths and footpaths; Construction of a slipway on the western bank of the reservoir for operational use only and a small section of the proposed pipeline (210m). - Permission subject to conditions and a S106 legal agreement (15/10/21).
- 2.3 **APP/20/00991** - Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) development of a new pipeline to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer comprising: Construction of an underground, bi-directional pipeline linking the reservoir with the existing pumping station at Bedhampton; Emergency drawdown discharge structure at Hermitage Stream; Upgrades to existing culverts; Washout and air valve chambers (typically below ground) - Permission subject to conditions and a S106 legal agreement (15/10/21).
- 2.4 A resolution to grant Reserved Matters consent for the Phase 1 Northern Access Route was approved by East Hampshire District Council Planning Committee on the 1st of February 2022 (EHDC Planning Reference 51680/003).
- 2.5 This Reserved Matters application (RMA) has been submitted in conjunction with 9 Phase 1 pre- commencement planning conditions (Nos: 2, 13, 20, 27, 28, 32, 36, 37, 38 and 39). What is required for determination by planning committee is solely the RMA, as the discharge of planning conditions falls wholly within officers' delegated powers. The conditions have been assessed by Officers (in consultation with statutory and non-statutory consultees) and the comments from objectors (also referenced in this report) considered.

2.6 Discharged Conditions Under Reference **APP/22/00681** dated 03 January 2023 comprise:

- Condition 13 - Site Access (Disabilities).
- Condition 20 – Lighting Strategy.
- Condition 27 – Landscaping Arb Work.
- Condition 28 – Landscaping.
- Condition 32 – Drainage.
- Condition 36 – Ecology.
- Condition 37 – Ecology Licences.
- Condition 38 – Ecology Clerk of Works.
- Condition 39 – Soil Management.

3 Proposal

3.1 This RMA application is made jointly to Havant Borough Council (HBC) and East Hampshire District Council (EHDC) by the applicant (Portsmouth Water Ltd) for Reserved Matters (siting, scale, external appearance and landscaping) relating to the Northern Access Route in connection with the Hybrid Planning Permission (HBC Reference APP/20/00990). Full planning permission was granted for the Northern Access Junction and outline planning permission was granted for the Northern Access Route along an existing track to the reservoir site.

3.2 The access junction on and adjoining the B2149 is subject to a Section 278 Agreement with the Local Highway Authority (Hampshire County Council) as this will become adopted Highway. The access area adjoining this and the access route to the reservoir comprises Phase 1 of the approved reservoir scheme. All proposed works are within the footprint and red line boundary of the Approved Scheme.

3.3 The Phase 1 Scheme will link the reservoir site with the B2149. The adoption of the Northern Access as the main route to the reservoir aligns with the approved outline scheme. There is a secondary access proposed to the south off Swanmore Road. The Northern Access will take up 100% of the reservoir construction traffic and 67% of the pipeline construction traffic. This approach will ensure that the reservoir construction traffic will not passthrough residential areas. On completion of the construction phase, the Northern Access will remain open as a permanent access route for regional visitor traffic (this is the details subject of this RMA – siting, scale, external appearance, and landscaping in accordance with condition 2 of the hybrid consent). The southern access will accommodate local traffic.

Northern Access Route Design

Highway Design

3.4 The access route measures 1,407 m in length and approximately 63m of the proposed route will accommodate two-way traffic at the new access with the B2149. The route then becomes single lane single carriageway for approximately 1,344m with passing bays to ensure that the footprint of the route is kept to a minimum to minimise the loss of trees and Ancient Woodland.

- 3.5 A combination of both “dig” and “no dig” approaches has been selected, to ensure tree roots and trees are protected and the roadway surface will use a combination of bituminous, cellweb and type 3 sub-base construction through the Blendworth Fragment.
- 3.6 South of the Blendworth Fragment, the proposed route will be constructed using Cellweb Tree Root Protection (TRP). Cellweb is a no-dig solution that ensures that the loads placed upon it are laterally dissipated rather than transferred to the soil and roots below. The walls of the cells are perforated and when combined with the infill of clean angular stone, enable free movement of water and oxygen, ensuring that nutrient supplies to the tree roots are maintained. This method of construction has been chosen to minimise impacts on the adjacent ancient woodland habitat.
- 3.7 The dimensions of the types of road construction are as follows:

Single Lane Single Carriageway	
Pavement or feature type	Dimensions
No dig option: Cellweb and type 3 sub-base	4.65m overall width with 3.65m carriageway and 0.5m non-trafficked verges.
Dig option: Bituminous pavement	3.65m between kerbs
Passing bay	Typical dimensions are 3.5m wide 20m in length with 10m tapers at either end.

- 3.8 The reason for the selection of a “dig” pavement at the above locations is driven by the steep gradient present at these locations which are unsuitable for a “no-dig” construction. A short section at the entrance to the visitor centre car park utilises a “dig” pavement to provide a continuity link between the two bituminous section adjacent. The dig construction is representative of traditional bituminous pavement construction. The thickness of the pavement reflects the traffic load it is expected to take during its life and the strength of the ground under the road.
- 3.9 There will be no street lighting or illumination of traffic signs at the junction or along the access route to minimise impact on bats (the reservoir will only be open to the public during daylight hours).

Landscape Design

- 3.10 The proposal is seeking to emulate the character of the existing tracks through Havant Thicket, known as the local ‘rides’. The proposed alignment of the access route has been adjusted to minimise the impact on Ancient Woodland (but still accords with the approved parameters).
- 3.11 A hedgerow comprising of native species including hazel, hawthorn, holly, dogwood, guelder rose and dog rose with oak trees will be planted along the western side of the B2149, to replace the trees to be removed as part of the proposed B2149 junction works.
- 3.12 The embankments along the B2149 will be seeded with the recommended HCC verge mix to comply with visibility splays. The passing bays will have the greatest

impact as these will be the largest areas requiring vegetation clearance. Several areas have been identified as being naturally wide enough to accommodate the passing bays including at the end of the rides, areas of bracken and grassland, minimising the impact on trees.

- 3.13 Due to the ecological sensitivity of the site within ancient woodland, the embankments to the proposed route will be left to naturally regenerate in accordance with the soil management plan. The existing rides will be gated where they meet the proposed route, allowing Forestry England operational access and preventing visitors driving down these rides into Havant Thicket. A dead hedge/ brash will provide a barrier to the north of the Site and provide a functional wildlife corridor and to improve habitat connectivity.

Supporting Documents

- 3.14 The Phase 1 RMA Application submission is supported by a number of documents and drawings covering a range of planning, technical and environmental issues. These are summarised as follows (and where relevant to conditions indicated):
- Application forms (including Certificates of Ownership, and notices);
 - Planning Supporting Statement prepared by Atkins;
 - Details of the siting, scale, external appearance and the landscaping for part of the development approved in outline (Condition 2);
 - Lighting Strategy (Condition 20);
 - Updated Arboricultural Impact Assessment (Condition 27);
 - Landscape and planting proposals (Condition 28);
 - Drainage Strategy (Condition 32);
 - Ecological Mitigation, Compensation and Enhancement Measures (Condition 36); and
 - Soil Management Plan (Condition 39).

Update Documents and Amended Drawings (Post Submission)

- Revised Drainage Management Plan/ HTR-ATK-XX-ZZ-RP-Z-0004/ Rev C04/ 10-10-22.
- HTR NAR Stage 1 and 2 Response Report dated 23/11/2022 Prepared by Atkins Global (reference HTR-ATK-AR-RE-RP-D-0005 Rev C01).
- HTR NAR Stage 1 and 2 Response Report dated 23/11/2022 Prepared by Atkins Global (reference HTR-ATK-AR-RE-RP-D-0005 Rev C01).
- Swept path analysis of each passing bay (drawing HTR-ATK-AR_RE-DR-D-0031).

4 Policy Considerations

National Planning Policy Framework (2021)

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS18	(Strategic Site Delivery)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS8	(Community Safety) DM10 (Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
DM20	(Historic Assets)
AL1	(Presumption in Favour of Sustainable Development)
AL 2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)
AL 6	(Havant Thicket Reservoir Pipeline)
DM18	(Protecting New Development from Pollution)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)
CP26	(Water Resources/Water Quality)

Emsworth Neighbourhood Plan Post Examination Version 2020

N/A

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non-Statutory Consultations

The following Section sets out the consultees' most up to date responses to the application following amendments secured during the life of the application.

Landscape Team, Havant Borough Council

No objection.

Council's Ecologist

Following detailed design, the extent and location of habitat loss along the Phase 1 Northern Access Route has been refined and the likely ecological impacts assessed. I welcome the efforts to minimise the impacts to priority habitats such as Ancient Woodland and Lowland Acid Grassland, and to provide protective measures for selected species likely to be impacted by works. Measures include further bat survey works, supervised tree works, dead hedging for Dormice and the careful clearance of

vegetation for reptiles. A large number of trees along the proposed route have been subject to ground-level assessment and their potential for supporting roosting bats assessed. A number of these trees are considered to offer low-to-moderate potential for roosting bats and will be subject to further climbed assessment. Supervised soft felling will be implemented where necessary. I am content that these measures are proportionate to the predicted impacts.

Community Infrastructure

There is an existing S106 dated 15/10/21. If the reserved matters application affects any of the obligations, then a Deed of Variation will be required. The S106 has a number of pre-commencement obligations that will need to be discharged at the appropriate time.

Building Control, Havant Borough Council

No comments.

Local Lead Flood Authority (LLFA)

No objection to discharge of condition 32 (part a and C). LLFA are satisfied that the proposal will result in a reduction of runoff rates from all storm events and all catchments. Climate change has been mitigated for and a provision for maintenance has been provided. We are happy the water quality has also been assessed via the simple index approach.

Natural England

Make the following comments on the RMA. Natural England has no objection to the application and supports the measures set out in the following: • Ecological Mitigation, Compensation and Enhancement Measures for the Northern Access Road • Landscape and Ecology Management Plan • Biodiversity Mitigation and Compensation Strategy • Wetland Concept and Outline Design.

Natural England welcomes the use of the timber arising from the clearance of the ancient woodland for both the HMS Victory restoration project and visitor centre. I can also confirm that we would have no objection to addressing this issue further through the next iteration of the site wide LEMP. On this basis Natural England has no further concerns relating to the Reserved Matters Application.

Heritage and Conservation

The RMA causes no harm to heritage assets and as such there is no objection.

Hampshire Highways

The Highway Authority raise no objection to the RMA application subject to the following conditions:

- Provision of an event management plan prior to occupation of the outline permission
- The details of any final pedestrian crossing locations of the northern access road
- Reinstatement of the access road as necessary post construction and prior to occupation to be of a suitable standard for use by the public.

Havant Engineering

No objection.

Countryside Access Team

The application also seeks approval on the discharge of a number of planning conditions associated with the extant consent; however, none of these conditions relate to Public Rights of Way (PROW). Accordingly, no objection is raised. Review of this application is an opportunity for the Service to be reminded of the ambition for the Applicant to establish a north-south off-road route suitable for walkers, cyclists, and equestrians connecting the Application site with Cowplain and Horndean, possibly integrated with development of the East of Horndean development proposal. The Applicant is requested to contact the Service to advise on its current progress to this aim.

Langstone Harbour Board

No objection.

South Downs National Park Authority

Raise no objection and make the following comments:

- The principle of the development has been established and agreed under applications APP/20/00990 and 51680/001. The final scheme will remain a single-track route with passing bays, as this will minimise the potential harm to the Ancient Woodland.
- We are pleased to note that no additional lighting is proposed either in association with the works on the B2149 or the new access route. The intention for gateway signage is noted and we would appreciate the opportunity to comment on this when further details are available.
- We are also pleased to note the intention to create a permanent non-motorised user route towards the Horndean development site, and to connect to the public right of way network to the north and north-east. This will help provide improved links into the National Park, between the recreational hubs.
- Based on the information submitted, it would appear that the more detailed mitigation and compensation strategy, as it relates to off-site works such as Southleigh Forest, will be forthcoming at a later Reserved Matters application. Officers from the SDNPA will continue to work alongside the applicant and other stakeholders in respect of the final details and plans for this strategy.
- In conclusion, the SDNPA raises no objection to the details as submitted and will continue to work with the applicant and local authority, as well as other stakeholders, in order to deliver an appropriate mitigation and compensation package

Southern Water

No objection to conditions or RMA.

Environment Agency

No objection to RMA and conditions. The submitted information comprised of the drainage management plan, and proposed details of the access route location in reference to the floodplain. As the proposed access route is entirely within FZ1 and not within 8 metres of a main river, we have no further comments to make. No long-term maintenance plan was provided but given the above we do not consider this to

be an issue for this element of the development. The provided information refers only to Phase 1 of the proposed development and therefore does not contain the detailed information we would require recommending full discharge of condition 32 for the remaining aspects of the proposal. We expect to be consulted on further technical information to cover the remaining phases of the permission

National Highways

No objection.

Hampshire Fire and Rescue Service

Makes the following comments:

- Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulation.
- Access to the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (Access to buildings within the site will be dealt with as part of the building regulations application at a later stage). Access roads to the site should be in accordance with Approved Document B5 of the current Building Regulations.
- Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place. This of course could lead to the total loss of the building and its contents. Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Gardens Trust (formerly Garden History Society)

No comments.

County Archaeologist

No comments.

Historic England

No comments.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 142

Date of site notices: 11th August 2022.

Statutory advertisement: 19th August 2022.

Number of representations received: 7 Objections and 1 Support.

Principle of Development:

- Object to the principle of development should be preserved in its current state.
- Works have already commenced.

Ecology and Landscaping

- Proposal will result harm to woodland, impacting birds, deer, bats and other species.
- The Clerk of Works should be independent and not appointed by developer to avoid conflicts of interest.
- There are gaps in the dead hedge on the outer edge of the North access route. These need to be filled to make this a wildlife haven to make it a good enough wildlife corridor.
- Will the Bells Copse be enhanced as per original plan and used instead of pond.
- Drainage 'detention basin' and not utilising and enhancing the Bells Copse Pond as previously proposed for the benefit of wildlife.
- Where will northern drainage go.
- Draft recreational plan not been updated.
- The Pale Bank needs protection during construction.
- Wildlife corridors need to be improved to make them robust enough to compensate for the loss of diversity from the Avenue. Applicant needs to commit to plant more tree.
- A deer fence should be added to the LEMP including the depth and location of the tree planting.
- The LEMP is lacking in detail.
- The annual seasonally fluctuating water levels in the wetland need to be considered. It is suggested that the waters will only fluctuate when there is drawdown. That would now allow for the seasonal emergence of island for breeding birds, or the muddy verges needed by migrating wading birds.
- The ponds need to be protected from dogs by a stock fence and a dead hedge. The ponds will need protection if they are going to fulfil their function as rich wildlife habitats.
- A robust tree maintenance plan up to 2030 is required to prevent future loss.
- Will the amphibian relocation take place as the original date has been missed.
- Skylark mitigation needs to be completed before 2023's breeding season and the reservoir construction starts.
- When will the offsite mitigation and compensatory projects will be delivered as the Ancient Woodland loss has already occurred.
- There should be no night working to protect the bat population.
- Detailed Biodiversity Mitigation & Compensation Strategy (DBMCS) The updated DBMCS has not been provided to stakeholders or the public for review and comment.

Security

- No reference to the security of the northern entrance during construction and non-working hours.
- No reference to gates and other potential security devices to prevent, damage and theft, flytipping.
- No details to prevent motorcycles using northern access and impact on ecology.

- More details should be provided for the northern access gate in respect design opening hours and position.
- Spacing of bollards too far.
- Where will construction support staff site be located should not be at Rowlands Castle or Swanmore Road.

Highways and Access

- The cycle route will impact wildlife and should not be used.
- A 40mph speed limit should be applied to the B2149 from commencement of reservoir excavation and to prevent danger to cyclists.
- Large vehicles with heavy loads will be moving slowly when leaving & joining the B2149 on a short incline with poor visibility.
- Additional parking spaces and passing bays should be provided.
- Bollard spacing too far.

Objection from Havant Climate Alliance and Havant Friends of the Earth

- Wider wildlife corridors are needed on the east and west sides of the reservoir. Detailed embankment and path designs are needed to show how these can be bolstered. On the west side consideration also needs to be given to the development of land at Cabbagefield Row (App/21/00989) which may also reduce the width of the wildlife corridor on that side of the reservoir. These wildlife corridors have an important function in linking ancient woodland areas north and south of the reservoir.
- The triangle of woodland, south of Round Wood, proposed in the original plan, but not in the current one, should be retained, to support the western wildlife corridor.
- Means must be found to prevent motorcycle access to environmentally sensitive areas of woodland to support biodiversity. Detailed plans are needed to protect these areas using a combination of dead hedging, bramble and robust fencing. In comments on the Cabbagefield Row development we suggested that Portsmouth City Council look at using some of their land for a dedicated motocross site and this might be something that Portsmouth Water can look at with them. A site is needed with low environmental sensitivity.
- The Ecological Clerk of Works should not be employed by the contractors, as there will be pressure to cut corners. The ECOW should be employed by an independent body.
- Portsmouth Water originally committed to a 10-year environmental maintenance period for phases 1 and 2. This should not change in view of the tremendous environmental disturbance that this project will cause and to adequately ensure the survival of new areas of planting and habitat. If only 5 years is allowed, it should at least only be reckoned from this year to 2027.
- The northern part of Havant Thicket needs more protection for potential biodiversity and the proposed surfaced cycle path needs to be set further south for this reason.
- Even if the cycle path uses a gravelled track for landscape reasons, the main pedestrian paths need to be of smooth tarmac to enable people with wheelchairs and pushchairs to enjoy them.
- The position of the south-west flow compensation from the Control House to Riders Lane stream has changed and will adversely impact off site mature trees. This should be positioned as in the original plan.

- The plan for seasonally fluctuating water levels in the wetlands to enhance biodiversity should be retained. This would be lost if recycled water was to be fed into the reservoir.
- Urgent timescales are needed for the 80 ha. of mitigation and compensation woodland in Southleigh Forest and elsewhere. There is a risk that the loss of ancient woodland will have occurred before these starts.
- There is inappropriate management proposed for areas which have recently been planted with young trees. As habitat in transition from grassland to woodland they will have an important role in providing wildlife corridors and need more sensitive management, allowing an understorey of growth to establish.
- 25 dormouse boxes are insufficient to compensate for what will be lost in the Avenue. Additional boxes are needed in woodland to the north of the Avenue, put in place before the Avenue is felled.
- Amphibian relocation programme from Upper Lake is not yet completed although was due in June 2022. It must be completed before felling of the Avenue and construction start.
- There is no mitigation for skylark habitat which will be lost.
- There needs to be a hedge along the northeast boundary to prevent public access to the wetlands.
- Additional tree planting is needed to compensate for loss of trees important to commuting bats, along the Northern Access route.

Support Comment

- The 20mph speed limit on the Northern Access Route is considered appropriate and will reduce risks.

Rowlands Castle Parish Council

OBJECT on the basis that there are some matters and detail that require clarification before the Parish Council are content for Phase 1 to proceed these are summarised as follows:

Preventing motorcycle/scramble bike unauthorised access

- No information about the location and construction of the fencing required to prevent motorcycle access during both the construction period and afterwards.
- Need for a robust fence (by condition) on the Thicket side along the full length of the Northern Access Road to prevent access to the Thicket rides and woodland by such bikes and prevent the antisocial behaviours that spoil the area for wildlife and for people.
- Details of fence required.
- Fencing should also run southwards along the Portsmouth Water land boundary from the Northern Access route to the Forestry England track that runs west from Manor Lodge Road, to prevent incursions from the B2149.
- Condition that this fencing is installed as the access route is developed.
- Need to have a strong fence running south along the edge of Portsmouth Water land to the Forestry track opposite Castle Road to prevent incursions along this part of the Thicket.
- Preventing motorcycle access to the woodland is essential to protect the Ancient Woodland habitats, European Protected Species and other wildlife from disturbance, which is a material planning consideration.

- Prevent access to recreation tracks to prevent health & safety risks, accidents, and to protect the amenity/ sense of place by maintaining a quiet rural environment for people to enjoy.
- A well-maintained robust fence along the Northern Access Route would also inhibit other recreational users straying from the new access road into the northern area of woodland.

Additional passing places to help with traffic flow

- The passing places on the Northern Access route it is considered that one should be lengthened and one more should be improved.

Northern Access Road gate

- The gate is currently positioned quite a way into the Thicket from the B2149 leaving a secluded area off the road that, at night, could be used for fly-tipping or other anti-social behaviour.
- The gate itself needs to be robust but decorative (incorporating some form of artwork into the design) as it is a gateway to a new leisure facility within the countryside.
- There is no information as to the detail of this gate and how it will join with secure fencing and the LPA needs to be satisfied and even impose a Condition as to the construction of the gate and its attachment with the stock-proof fence.
- Even though this is a detailed reserved matters application there is no information to indicate over what period at night the northern gate will be locked. A planning condition should be applied to stipulate that the gate must be locked between dusk and dawn at least and the actual hours agreed with the LPA.

Spacing of bollards

- The landscape plans refer to bollards being placed at 5m intervals to deter cars from pulling off the track. This is too wide where the ride for future access to Horndean crosses the access road as a vehicle could easily turn off at this point so it is proposed that the bollard spacing is reduced to 2m spacing across either entrance to the ride and intended route to Horndean.

Field gate design

- The pedestrian/cycle gate shown on Landscape Plan 3 of 4 for the Horndean access route will not prevent motorcycle access to the path (ride) and woodland.
- Field gate shown on the inset to Landscape Plan 1 of 4 is not obviously sufficient to prevent motorcycle access to the ride and woodland.

Provision of a dead hedge as a wildlife corridor

- If the dead hedge is to provide the function of a wildlife corridor what is proposed at the gaps shown.

Northern Access Drainage

- Additional water storage will be needed here so why not just enhance the existing pond at Bell's Copse rather than building a separate detention basin.
- The enhanced pond will store more water and provide greater wildlife value because of its size. Enlarging the existing pond is probably the cheaper option as well.
- No indication as to where the existing culvert (replacement pipe) will flow to, this needs to be established and if there is an opportunity for a new pond within The Holt this should be done as part of achieving water retention in areas important for wildlife so that water is more available in future hot summers.

- Condition 32 relating to drainage should not be considered discharged until these matters are resolved.

Recreation plans not updated to reflect stakeholder feedback

- The alternative proposed surfaced cycle route to be provided should not be located in the northern part of Havant Thicket to ensure this part remains quiet for wildlife and those who walk there.
- An alternative cycle track was submitted to Portsmouth Water (see diagram below) and this needs to be agreed and reflected in future plans together with surfacing requirements i.e. smooth gravel to be in keeping with the rural character of the area.

Night-time working – Condition 11

- Night-time working would require lights which would impact on bats and the night time ecology of the Ancient Woodland.
- Night-time working should not be permitted for the Phase 1 construction.
- There needs to be a condition specifically attached to any consent granted for the Northern Access Road to prevent night-time working during construction of the road, junction and associated structures.

Request for discharge of Condition 38 – Ecological Clerk of Works (ECoW)

- Parish Council is concerned that the ECoW will report to and be funded by the Contractor, putting them in the position of being susceptible to inappropriate pressure that is not appropriate for work on such an environmentally sensitive site.
- The ECoW needs to be fully independent from the Contractor and employed directly by PW, reporting to their Environmental Manager.
- Having a competent person appointed who is independent from the Contractor carrying out the works will ensure that there is no potential conflict of interest when reviewing, supervising, or reporting on works at the site which have potential ecological impacts.
- The CV of the ECoW and terms of appointment / authority under the contract should be provided before Condition 38 is discharged. The ECoW must have authority to stop works being undertaken at the site by any Contractor, if they are concerned that the activity, is or could, be having an adverse impact, or is not being undertaken in accordance with best practice.

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Assessment of Reserved Matters (siting, scale, external appearance and landscaping)
- (iii) Ecology/Biodiversity
- (iv) Mitigation Compensation Enhancement
- (v) Historic Environment
- (vi) Landscape
- (vii) Water Environment, Flood Risk and Drainage
- (viii) Leisure and Recreation
- (ix) Traffic, Transport and Access
- (x) Amenity – noise and air pollution
- (xi) Materials Resources and Waste

- (xii) Climate Change
- (xiii) Sustainable design
- (xiv) EIA Compliance
- (xv) Response to Objector Comments.
- (xvi) Conditions and S106 Obligations

(i) **Principle of Development**

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise. At the heart of the NPPF (2021) is the “presumption in favour of sustainable development”. For LPA’s this means, inter alia, approving development proposals that accord with an up-to-date development plan unless, the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this NPPF taken as a whole
- 7.3 The Hybrid Consent was granted on 15th October 2021 by HBC (Application Ref. APP/20/00990) and EHDC (Application Ref. 51680/001). A Hybrid Consent means detailed approval is provided for some elements of the project (for example, storage capacity, embankment, access points and viewing areas), and outline approval is provided for other parts (such as, the wetland, control house, visitor centre and car park, access routes and recreational facilities). The design for the outline elements of the reservoir are illustrative, but within certain parameters which are set out in the approved Development Specification.
- 7.4 The Hybrid Consent includes the following elements which comprise Phase 1 of the Approved Scheme:
- (i) Full planning permission granted for the Northern Access, subject to Planning Conditions; and
 - (ii) Outline planning permission granted for the Northern Access Route, from the access area to the reservoir site, subject to Reserved Matters Application and Planning Conditions.
- 7.5 Connected to the Phase 1 works, Portsmouth Water is progressing the design of the off-site junction highway works on the B2149, which will become adopted highway and is, therefore, subject to a Section 278 Highways Agreement between Portsmouth Water and the Local Highway Authority (HCC).
- 7.6 This ‘reserved matters’ application seeks approval for the remaining detailed matters relating to the siting scale, external appearance, and landscaping of Phase 1 Northern Access Road of the development. These detailed matters are considered within the report below.
- 7.7 It is considered that The Phase 1 Scheme forms part of the Approved Scheme, which is safeguarded in the adopted local plans through HBC Policy CS18 and CS19. The Approved Scheme was subject to an Environmental Impact Assessment (EIA) and an Arboricultural Impact Assessment which assessed the scheme submitted in detail (e.g. northern access junction) and parameters for the scheme submitted in outline (e.g. northern access route). This section confirms that the northern access route does

not result in any additional impacts which were not considered as part of the Approved Scheme EIA.

7.8 Third parties' responses have made representations on the principle of development and the need for the development. However, as the principle has been established it cannot be revisited and the matters that can be considered are those in respect of the siting, scale, external appearance, and landscaping of the northern access route.

7.9 In summary, the principle of the access route is supported, subject to compliance with other planning policies and material considerations which will be addressed in the following sections of the report.

7.10 (ii) **Assessment of Reserved Matters**

Siting

7.11 The parameters approved in respect of the Approved Scheme for the northern access route (site access from the junction with the B2149 to the reservoir car park), comprised; a single lane, 3.65m wide carriageway with passing bays and 0.4m verges with 0.9m embankment slopes and a 6.45m wide footprint. This sets out the approved 'development envelope' for the detailed design. These siting parameters have been adhered to in the detailed design and are therefore considered acceptable and no objection has been received from any statutory or non-statutory consultees in this respect. The siting will maintain and enhance public access to the site, and optimise opportunities to link to existing walking, cycling and bridleway routes. The siting will provide opportunities for biodiversity in the design of the landscape and minimise and mitigate any conflict with wildlife and avoid adverse impact on ancient woodland.

Scale

7.12 The access route measures 1,407 m in length from end to end. Approximately 63m of the proposed route will accommodate two-way traffic at the new access with the B2149. The route then becomes single lane single carriageway for approximately 1,344m with passing bays to ensure that the footprint of the works is kept to a minimum. It is considered that the scale of the access routes aligns with the development specification which seeks to ensure encroachments into the existing landscape are kept to a minimum with the use of single lane carriageway.

External Appearance

7.13 The materials to be used in the construction of the access routes are considered appropriate whilst taking into account the need for sustainable design principles to ensure the use of natural, high-quality materials which allow for sustainable drainage. The access route is also considered to incorporate high quality landscaping and tree planting where possible existing trees are retained. No dig measures have been incorporated to ensure the need for raised banking has been removed.

7.14 The access route will maintain and integrate with the existing landscape character and woodland setting, through the design layout and material selection process, and

where possible developing soft engineering solutions, limiting structures and ancillary clutter. It is considered that the design is sympathetic to and will integrate with the historic park and gardens landscape. Specifically considering impact on setting and views to and from the designated sites including the Grade II listed park and gardens, conservation area and South Downs National Park.

- 7.15 The Phase 1 Scheme includes a permanent North/South Pedestrian/Cycle Link, formed by upgrading and extending one of the existing tracks (The Avenue). This would cross over the proposed route to create a link with the future development at Land East of Horndean. It would provide a direct connection between the Reservoir, the future Visitor Centre and the public rights of way network to the north and northeast.
- 7.16 The Phase 1 Scheme also accommodates a crossing for the temporary diversion of Bridleway 120/Rowlands Castle 29 during construction. This temporary bridleway will be upgraded to a Multi-User Route, once the Reservoir is operational. A future Multi-User Route cannot be accommodated alongside the proposed route itself, as the footprint of the route would be significantly increased, causing a greater impact on the adjacent trees and Ancient Woodland. A site-wide Access and Recreation Strategy is being developed and will inform the tri-partite Site Management Plan (Portsmouth Water, HCC and Forestry England).

Landscaping

- 7.17 The proposal is seeking to emulate the character of the existing tracks through Havant Thicket, known as the local 'rides'. The proposed alignment of the access route has been adjusted to minimise the impact on Ancient Woodland.
- 7.18 A hedgerow comprising of native species including hazel, hawthorn, holly, dogwood, guelder rose and dog rose with oak trees will be planted along the western side of the B2149, to replace the trees to be removed as part of the proposed B2149 junction works.
- 7.19 The embankments along the B2149 will be seeded with the recommended HCC verge mix to comply with visibility splays. The passing bays will have the greatest impact as these will be the largest areas requiring vegetation clearance. Several areas have been identified as being naturally wide enough to accommodate the passing bays including at the end of the rides, areas of bracken and grassland, minimising the impact on trees.
- 7.20 Due to the ecological sensitivity of the site within ancient woodland, the embankments to the proposed route will be left to naturally regenerate in accordance with the soil management plan. The existing rides will be gated where they meet the proposed route, allowing Forestry England operational access and preventing visitors driving down these rides into Havant Thicket. A dead hedge/ brash will provide a barrier to the north of the Site with brash to provide a functional wildlife corridor and to improve habitat connectivity.

Conclusion on Reserved Matters

- 7.21 The access route has been designed in accordance with the parameters set out in the approved Development Specification (Table 2.2) approved as part of the Hybrid Consent (referenced in Condition 2 of the Hybrid Consent), including the design standards and principles set out in the approved Design and Access Statement and summarised in Section 3 of the Development Specification.
- 7.22 The siting, scale, external appearance and landscaping of the access routes has been assessed by specialist statutory and non-statutory consultates (refer to consultations section), including highways, landscape architect, ecologist, arboriculture, heritage and drainage engineer to ensure the design has minimised environmental impacts within the context of the approved hybrid scheme and the Environmental Impact Assessment ES (the conclusion, mitigation set out therein).

(iii) **Biodiversity**

- 7.23 This RMA is supported by the 'Phase 1 Ecological Mitigation, Compensation and Enhancement Measures' (Atkins, June 2022), which includes updated ecology surveys of trees with the potential to support roosting bats and a badger survey. Of note Dormice have been confirmed as present within the woodland affected by the Northern Access Route and a potential reptile hibernaculum is present at the southern end of the route.
- 7.24 The report (which has been assessed and found to be acceptable by the LPA Ecologist and Natural England) outlines ecological mitigation that will be required and summarises ecological compensation and enhancement measures which includes the following:
- 7.25 *Ancient Woodland, non-statutory designated sites, Priority Habitats and Invertebrates:*
- The use of an existing forestry track reduces the loss of ancient woodland vegetation. The RMA has further reduced the loss of ancient woodland from the 0.84ha identified in the Environmental Statement to 0.65 ha. There are no trees classified as veteran specimens to be lost.
 - Fencing to protect the root protection areas of retained trees.
 - There will be no access beyond the demarked working area for machinery or site contractors and these areas will not be used for storage.
 - A combination of 'no-dig' and 'dig down' construction methods will be used to minimise the impact on the woodland and designated sites.
 - A Framework Soil Management Plan (FSMP) has been approved pursuant to condition 39 of the HTR planning permission (EHDC Ref. No: 51680/001 and HBC Ref. No: APP/20/00990) and provides a strategy to inform and to support the reinstatement of the landscape disturbed by the construction works at each phase. The FSMP identifies the tasks and timings for the Phase 1 Scheme works and includes an outline for the management of ancient woodland soils for restoration during subsequent phases
- 7.26 *Bats:*
- Bat roost features within retained trees located close to construction works.
 - Works will be undertaken in accordance with the European Protected Species Licence (EPSM) agreed with Natural England (Ref. 2020-50625-EPS-AD2-1). The EPSM licence has been updated to include changes to the extent of vegetation

clearance at the northern end of the Scheme. The licence allows for the felling of trees with potential roost features for bats (PRFs) in April 2022 and Sept/Oct 2022. These periods have been agreed to avoid times of the year when bats are most sensitive (breeding or hibernating).

- All trees with PRFs are clearly marked prior to felling and will be inspected by the Ecology Clerks of Work (agreed under condition 39) immediately prior to felling.
- Soft, sectional felling will be required for trees with confirmed bat roosts, or with high or medium bat roost potential. Soft or direct felling can be undertaken of trees with low bat roost potential.
- Bat boxes have already been installed on trees adjacent to the Northern Access Route as compensation for the loss of tree bat roosts.

7.27 *Hazel Dormouse:*

- Site clearance (and compensation measures) will be undertaken in accordance with a methodology agreed with Natural England in an EPSM licence (Ref. 2020-50257-EPS-AD2).
- All habitat to be cleared along the proposed Phase 1 route will be within 100m of retained habitat allowing dissuasion of dormice rather than translocation.
- The licence allows for two stage habitat removal with Stage 1 habitat removal (above ground vegetation 15-30cm) between November 2021 and March 2022 and Stage 2 habitat removal (removal of root balls) between April to July 2022.
- Alternatively, single stage habitat removal in the active season (with finger-tip search) between April and 8th June 2022 can be used.
- Clearance will be undertaken either using hand tools or through mechanical clearance as per the wording in the licence Annex.

7.28 *Great Crested Newt and Reptiles*

- Toolbox talk to contractors prior to start of works to inform them of the actions that should be taken if great crested newts or reptiles are encountered during the site clearance work.
- Any potential reptile hibernacula will be removed outside the reptile hibernating period, or if this is not possible the refugia should be dismantled with care in the presence of the Ecology Clerk of Works.

7.29 *Birds:*

- Where possible and consistent with requirements for other protected species, such as bats, works will avoid the bird breeding season.

7.30 *Badgers:*

- It is not anticipated that construction of the Phase 1 Route would require any steep sided excavations, however if any are required, they would be covered at night or a ramp inserted.
- A gate will be installed at the site entrance and the visitor centre will not be open at night to mitigate potential impact of night-time traffic.

7.31 The felling of trees identified as having potential to support roosting bats will be undertaken in line with EPSM licence amendments, which have been agreed with Natural England, to avoid impacts on hibernating and breeding bats and dormice. An Ecological Clerk of Works will be present to ensure works are undertaken in accordance with the mitigation measures outlined in the Ecological Mitigation, Compensation and Enhancement Measures report.

- 7.32 The Approved Scheme identified that construction of the Northern Access will require the felling of trees and clearance of woodland habitat through the Blendworth Fragment, for a distance of approximately 250m, along the south side of the B2149 to widen the road to accommodate the right-hand turn facility as part of the Northern Access Junction works, and along the route south of the Blendworth Fragment down to the car park. The development south of the Blendworth Fragment will require the removal of one non-native Turkey Oak and some overhanging branches to be cut back and vegetation cleared along the existing track to create the passing bays along the route.
- 7.33 The entire Phase 1 Scheme, including the passing bays, will result in the loss of approximately 0.65 hectare (ha) of ancient woodland – this compares favourably to the 0.87ha identified in the Approved Scheme application which was considered acceptable under the approved outline scheme, and must also be considered against the additional tree planting, habitat features, and ecological compensation measures secured under the outline consent. This habitat is also designated as Sites of Importance for Nature Conservation (SINCs). The detailed design has sought to limit this clearance to what is absolutely necessary to construct the junction and access route and will remain similar to that calculated for the Approved Scheme. There are no additional biodiversity impacts which were not considered as part of the Approved Scheme EIA.

(iv) **Mitigation and Enhancement**

- 7.34 A comprehensive site-wide package of compensation and enhancement proposals was secured under the Approved Scheme as set out in the Environmental Statement (Atkins, 2020) submitted with the Reservoir Planning Application; the Outline Biodiversity Mitigation and Compensation Strategy (ECOSA, September 2020); and an Implementation Plan for Off Site Biodiversity Mitigation and Compensation (Atkins, April 2021).
- 7.35 A site-wide Detailed Biodiversity Mitigation and Compensation Strategy and Landscape and Ecological Management Plan (LEMP) has been discharged (24th August 2022) in response to a s106 commitment and includes details of habitat creation and restoration works within Havant Thicket woodland which will enhance conditions for dormice, bats, reptiles and birds to thrive.

(v) **Historic Environment**

- 7.36 The historic environment assessment of the overall Approved Scheme concluded the development would cause less than substantial harm to the significance of the Grade II* Leigh Park (Staunton Country Park) Registered Park and Garden (RPG) and Sir George Staunton Conservation Area. The overall assessment included the components of the Phase 1 Scheme and it is not considered that the proposals in isolation, would be harmful to the character, integrity or setting of these designated heritage assets, on the basis that the Phase 1 Scheme has been sympathetically designed to maintain the rural character of its site and surroundings, with minimal tree and vegetation removal to assist in visually screening the route within the existing woodland.
- 7.37 There is a possible Park Pale (ancient woodbank) that runs close to the Northern Access Route through the Blendworth Fragment and continues along the western

and northern edge of Havant Thicket. The proposed access route will cross straight through the Woodbank to combat further impacts on the Park Pale, the width of the Northern Access Route is kept to a minimum in this location, with no passing bays.

- 7.38 There are no additional impacts on the historic environment which were not considered as part of the Approved Scheme EIA. The Phase 1 Scheme will be subject to an archaeological management and mitigation plan which will be approved prior to commencement of construction.

(vi) **Trees and Landscape**

- 7.39 The applicant has updated the approved Tree Survey and Arboricultural Impact Assessment (AIA) with further arboricultural and topographical surveys to assess the tree constraints and inform the layout of the Phase 1 Scheme, reducing impacts on the ancient woodland, particularly through the Blendworth Fragment.
- 7.40 The tree removal has been limited to the footprint assessed and approved as part of the Approved Scheme. The proposed passing bays along the proposed route have been placed in locations to reduce the impact on the individually recorded trees, notably the mature yew and oaks. Vegetation clearance to facilitate construction of the passing bays will be limited to self-sown birch, goat willow and scrub, of low arboricultural quality.
- 7.41 It is confirmed that no veteran trees would be felled or impacted by the Phase 1 Scheme construction works and there would be a loss of 7 non-native Turkey Oaks. There are no additional arboricultural impacts which were not considered as part of the Approved Scheme, and this has been assessed by Arboricultural and Landscape Officers.
- 7.42 As this RMA provides detail for the access route, the report only addresses the tree impacts in this location and not the access junction to the B2149 which has already gained consent under APP/20/00990. The vegetation removal through the Blendworth Fragment (group reference W147) is limited to approx. 1730m², with individual tree removal through here comprising 5no. BS Category B trees and 2no. BS Category C trees. The trees to be removed include an Oak (1), Silver Birch (3) and Yew (3).
- 7.43 South of the Blendworth Fragment, the removal of individually recorded trees along the Northern Access Route has been reduced compared with the outline scheme. Only one individually recorded tree has now been identified for removal (compared to 8 previously identified in the Approved Scheme AIA). This is a low-quality (Category C) specimen Turkey Oak (removal is a benefit). Areas of vegetation are to be removed to facilitate the passing bays construction and these have been placed in locations to limit the impact on the individually recorded trees, notably the yew trees and mature oaks.
- 7.44 The detailed design of the layout has limited tree removals along the Northern Access Route (south of Blendworth Fragment), in addition the no-dig construction approach means the route can be installed without excavation and severance of tree roots of adjacent trees. The use of a permeable surfacing will also protect tree roots.

This is a recognised approach for the construction of footpaths or access tracks within the RPAs of retained trees.

- 7.45 The design of the Phase 1 Scheme minimises the loss of ancient woodland and trees and to integrate the layout of the Phase 1 Scheme within the existing woodland landscape by utilising and modifying an existing forestry track. Infill planting with native species is proposed along both sides of the proposed route to provide a connection between the existing woodlands for biodiversity and to enhance the landscape setting of the route.
- 7.46 Landscape impacts upon the SDNP have been minimised by avoiding tree removal on the east side of the B2149 close to the National Park Boundary and proposing hedgerow planting with native species along the west side of the B2149, to replace the trees to be removed as part of the proposed B2149 and Northern Access Junction works. There are no additional landscape impacts which were not considered as part of the Approved Scheme EIA.

(vi) **Water Environment, Flood Risk and Drainage**

- 7.47 The site for the access route does not lie within an area liable to flood, but in response to Planning Condition 32 of the Approved Scheme, a drainage scheme has been approved (HBC Reference APP/22/00681) in consultation with the LLFA, Natural England and the Environment Agency to ensure the access route will not increase the risk of surface water flooding.
- 7.48 Surface water on the north section of the proposed route will be drained via a kerb and gully arrangement to discharge to the new widened B2149 roadside ditch on the west side of the junction. Outflows will be restricted from the ditches, along with the flows from the B2149, via check dams, and through the replaced culvert. The central section of the Phase 1 Scheme will be surfaced with a permeable Cellweb no-dig solution with an infill of clean angular stone. Surface water will discharge to the ground at source.
- 7.49 The southern section will be of impermeable construction due to the gradient down to the future visitor car park site. Over-the-edge surface water drainage to swales is proposed, discharging to a basin at the downstream end, with an outfall to the existing watercourse system. Outflows will be limited to existing rates for the existing track up to the 1 in 100-year event (or as close as is reasonably practicable), with an allowance of 20% for climate change.
- 7.50 It has been demonstrated that the Drainage Strategy (as approved under condition 32 HBC Reference APP/22/00681) satisfies the local policy requirements in terms of the bespoke solutions and management of surface water drainage, which have been designed for resilience to climate change and incorporate SuDS measures where it has shown to be practicable. There are no additional water impacts which were not considered as part of the Approved Scheme EIA and Flood Risk Assessment.
- 7.51 Measures to control the soil have been addressed under condition 39 (HBC Reference APP/22/00681) for this this phase. This provides a strategy to support the reinstatement of the landscape disturbed by the construction.

(viii) **Leisure Recreation**

- 7.52 The Phase 1 Scheme south of the Blendworth Fragment is currently available as a track for cycle use, which is connected with a network of woodland tracks throughout Havant Thicket. This track will need to be closed for cycle use while the northern access route is being constructed. Cyclists would be diverted to use one of the existing woodland tracks to maintain connectivity through Havant Thicket. This would become a permanent diverted route once the Reservoir is operational.
- 7.53 A permanent North-South pedestrian and cycle link, formed by upgrading and extending one of the existing tracks (The Avenue), will cross over the Northern Access Route to provide a potential direct connection between the reservoir, the future visitor centre and the future Horndean development. This would provide a direct connection between the Reservoir, the future Visitor Centre, the future development to the north and the public rights of way network to the north and northeast. The most direct route would follow the temporary bridleway up 'The Avenue' track to link with the southern section of the Horndean development. The surface of the existing rural track will be upgraded to a hard and firm self-binding gravel improving access for all.
- 7.54 The 'During Construction Access Plan' indicates the temporary diversion of the Bridleway Havant 120 / Rowlands Castle 29, utilising existing tracks and then upgraded to a Multi-User Route, which will cross over the southern end of the Northern Access Route, near Bells Copse. The plan shows the location where the temporary bridleway will cross over the southern end of the Phase 1 Scheme, near Bells Copse. The 'In Operation Access Plan' shows that the temporary bridleway will be upgraded to a Multi-User Route, once the Reservoir is operational.
- 7.55 Access for people with disabilities will be improved throughout the overall site, with the use of hard and firm self-binding gravel for path surfacing, safe level crossings where paths diverge, clear signage for way-finding, disabled parking bays within the future car park and accessible facilities in the future visitor centre. The location of the access road (to the very edge of the site) would limit disruption to the rest of the public areas in the forest.
- 7.56 Two level crossings will be provided across the proposed Phase 1 route - a North/South Pedestrian/Cycle Link at the end of 'The Avenue' track and the proposed Multi-User Route, close to the future Visitor Centre, to allow safer access to and from the site, particularly for people with disabilities. However, a future multi-user route cannot be accommodated alongside the Northern Access Route itself, as the footprint of the route would be significantly increased, causing a greater impact on the adjacent trees and Ancient Woodland.
- 7.57 Third party representations state that Havant Thicket is the subject of anti-social behaviour, including motorcycles. The access route design seeks to reduce opportunities by increasing the activity in this location, improving passive surveillance and providing high quality accessibility and materials, this will help combat this issue together with efforts of other authorities.

(ix) **Traffic, Transport and Access**

- 7.58 The reservoir site will be provided with two access points, the Northern Access from a new junction on the B2149 Manor Lodge Road and a Southern Access from a new junction on Swanmore Road. The B2149 provides direct access to the A3(M) Junction 2 and the Northern Access will be sign-posted as the main access, particularly for the longer distance and 'regional' trips to the reservoir.
- 7.59 A comprehensive Transport Assessment was assessed to support the Reservoir and Pipeline Planning Applications, where the potential traffic and transport impacts of the reservoir site, the access routes (including the northern access) and pipeline, during both construction and operation. Comprehensive consideration was given to the future operation of the highway network and the impact of the development assessed at key local junctions within the vicinity of the reservoir. The assessment demonstrated that the access strategy developed for the reservoir site, with two access points, would dilute visitor traffic to the extent where the highway network would not be materially impacted.
- 7.60 The HCC have reviewed the RMA and stage 1 Road Safety Audit and consider that the use of the passing bays would also be safe and low risk given the low vehicle speeds. The access road is not subject to adoption and the applicant will be responsible for undertaking additional Safety Audit process. The applicant has also provided a Collision Risk Assessment, and which identifies that collision risk is low and therefore the Highway Authority have no objection.
- 7.61 Vehicle tracking has been provided (Drawing No.HTR-ATK-AR_RE-DR-D-0031) which demonstrates appropriate width for vehicles to pass each other at the passing bays. The likelihood of two vehicles meeting along the access road is considered to be low during day-to-day operation of the site. However, the HCC consider that this is likely to increase whilst there are events taking place or during peak demand and therefore recommend a condition for an Event Management Plan to confirm how the additional movements will be managed whilst events are taking place at the reservoir.
- 7.62 The pedestrian crossing locations onto the route are indicative at this stage and the details of these will be secured through condition. As the access is to be used primarily for construction traffic, the access track construction will be required to be made good and condition for details of the reinstatement will be required.
- 7.63 A detailed CTMP and CEMP have been approved (in consultation with HCC) pursuant to Planning Conditions 5 and 12 of the Hybrid Consent, which included details specific to the construction of the Phase 1 Scheme. Measures will include: routing construction vehicles along the A3(M) and other main routes to divert construction traffic away from residential areas; identifying areas for parking for the construction teams and the storage of materials; staggering site activities to reduce traffic; and restricting when work can be carried out i.e. no overnight working or on site staff accommodation.
- 7.64 The Phase 1 Scheme will serve an essential role in providing the main access to the reservoir, as part of a wider access strategy to achieve safe and suitable access throughout the site for all users. The approved Transport Assessment demonstrated that the Approved Hybrid Scheme will not cause significant adverse impacts on the highway network, which includes the Phase 1 Scheme as an integral part of the

transport strategy for the reservoir. There are no additional transport impacts which were not considered as part of the Approved Scheme Transport Assessment.

(x) **Amenity (noise and air pollution)**

- 7.65 An assessment of the impacts of the Approved Scheme on air quality was provided in the Environmental Statement (Chapter 7) prepared for the Reservoir Planning Application. This reported that air quality in the area of the Approved Scheme can be considered relatively good.
- 7.66 With regard to the Phase 1 Scheme, the Northern Access Route will accommodate the majority of the heavy construction traffic for the development of the Approved Scheme. Once the reservoir is operational and the site open to the public, the Northern Access Route will provide the main access for visitors, service and delivery vehicles to the car park and visitor centre.
- 7.67 The approved CEMP for Phase 1 includes a commitment to pursue the long-term ambition of zero pollution incidents on-site throughout the development programme. The mitigations measures included within the approved CEMP (in response to Planning Condition 5), to ensure that noise impacts are minimised, and air quality is protected (particularly by reducing dust emissions) during the construction process. The detailed Phase 1 CEMP provides a record of environmental actions and commitments which will aim to minimise effects during construction.
- 7.68 The effects on noise and air quality once the Northern Access is operational are considered to be negligible under the ES. The majority of the effects predicted on sensitive receptors in terms of noise, dust and air quality are during the construction phase. With suitable mitigation measures in place, it is considered the Phase 1 Scheme would comply with local policies relating to noise and air pollution. There are no additional amenity impacts (including the impact on the living conditions of nearby residential occupiers) which were not considered as part of the Approved Scheme EIA.

(xi) **Materials Resources and Waste**

- 7.69 The design of the Phase 1 Scheme has adopted an environmentally led approach to avoid or mitigate adverse impacts and effects on the environment. For materials and waste this means applying the waste hierarchy and proximity principle and implementing the principles of a circular economy—including 'designing out' waste and keeping products and materials in use. These measures for the access route include reducing the loss of ancient woodland, re use of lost timber to worthwhile projects e.g. HMS Victory Restoration Project, Friends of Hermitage Stream and a Deadwood Strategy.
- 7.70 The Phase 1 Scheme will aim to achieve a neutral cut and fill balance and recover 95% by weight of non-hazardous construction waste in accordance with the HCC Minerals and Waste Plan. The management of materials and wastes will be monitored during construction to determine the Phase 1 Scheme's environmental performance. The approved CEMP includes further measures for the management of materials. There are no additional materials and waste impacts which were not considered as part of the Approved Scheme EIA.

(xii) **Climate Change**

- 7.71 The assessment of the effects of the Approved Scheme on climate change was provided in the Environmental Statement (Chapter 16). Greenhouse gas emissions for the construction and operation of the Approved Scheme were calculated, based on the design and construction information available at that time, and were considered in the context of the UK's national carbon budgets and overall net zero carbon ambition. It was considered achievable for the reservoir to be carbon neutral by 2050, particularly in terms of promoting renewable energy and low carbon design in the buildings. With regard to the Phase 1 Scheme, the appropriate climate change factors have been applied to the surface water drainage design, to ensure the Northern Access is resilient to expected climate change and extreme weather events.

(xiii) **Sustainable Design**

- 7.72 It is considered that the access route design is sustainable by reducing the amount of tree and vegetation removal within the ancient woodland, with the layout of the Northern Access Route and passing bays adjusted to avoid tree removal wherever possible. The proposed route will be predominantly constructed from permeable materials, and the surface water drainage scheme (which incorporates SuDS measures) will ensure the Phase 1 Scheme is resilient to flood risk and the effects of climate change. Sustainable material procurement and use through the re-use of excavated materials and re-use of timber on site will be employed as much as possible. The Phase 1 Scheme will provide the main access to the reservoir and links to walking/cycling routes and multi-user pathways to maximise opportunities for recreation and activities to improve overall health and well-being of the local community; and Mitigation measures are in place to ensure that there will be no adverse effects upon air quality (including dust emissions) and noise on-site during the construction and operation of the Phase 1 Scheme.
- 7.73 Sustainability has been considered within the Phase 1 Scheme design to align with the requirements set out in the adopted local planning policies. In addition, a Renewable Energy Strategy will be prepared for the overall Approved Scheme in response to Planning Condition 29 of the Hybrid Consent, which will include further measures to enhance the sustainability performance of the Phase 1 Scheme.

(xiv) **EIA Compliance**

- 7.74 The Hybrid Consent was an EIA development and supported by an Environmental Statement (ES). The outline element was based on a number of parameters for a range of elements proposed as part of the reservoir site and pipeline. The approved parameters applied to the Northern Access Route from the junction with the B2149 to the reservoir car park, were a single lane, single 3.65m wide carriageway with passing bays and 0.4m verges with 0.9m embankment slopes and a 6.45m wide footprint. This has provided the 'development envelope' for the detailed design of the Northern Access Route and under consideration of this RMA.
- 7.75 It is considered that the proposed Phase 1 Scheme will not lead to any new or additional likely significant effects on the environment that were not identified or assessed at the outline stage, notwithstanding the other matters which have been assessed in the preceding paragraphs of this report. As such it is considered that

there is no requirement for a further EIA to be undertaken in connection with the Phase 1 Reserved Matters application.

(xv) Response to Third Party Comments

- 7.76 This section of the committee report seeks to respond to the comments and objections (as summarised in the consultation section of the report) from third parties including the Rowlands Castle Parish Council, Havant Climate Alliance and Havant Friends of the Earth.

Security and Access Gate

- 7.77 Responses have referred to the lack of security gating and the potential for the access route being used illegally by motorcycles. The access from the B2149 is proposed as a vehicular access only. There will be two gates operating. The first gate is at the B2149 access end, which will be closed when the site is shut to the public. The other gate is located between the northern access route and the visitor centre car park. This will be locked outside of opening hours. In the interim period when the reservoir is undergoing construction or filling then access and security will be controlled by the onsite contractor.
- 7.78 Concern is raised over the northern access gate over its design and appearance, ability to prevent unauthorised access and operation and management. The location of the Northern Access Route has been selected taking into account traffic management and safety of road users to allow for a safe entrance at the junction point. During the construction phase, the access to the site will be controlled by the Contractor, with a locked gate outside of working hours. Any flytipping in the bell mouth of the Northern Access Route will be monitored by the Contractor and cleared. The set back of the gate is to enable construction lorries to safely exit the B2149. During the operational phase (when public access will be introduced) the gate will be closed and locked between dusk and dawn. This will be monitored and managed as part of the Site Management Plan arrangements.
- 7.79 The general public will not be permitted to use the Northern Access Route during the construction stage, as it will form part of the construction compound access. It will be open to visitor traffic in 2029. Visitor opening hours and site management will be considered as part of the preparation of the tripartite Site Management Plan. The design will be fully developed once a site-wide wayfinding strategy and branding is in place, which will include the opportunity to introduce a 'gateway entrance' feature gate.

Highways and Access

- 7.80 The HCC have reviewed the access route design, its link to the access junction and the movements along the route and raised no objection. The highway responses from objectors raise concern of the access route and its safety and the speed of cars. It must be noted that the access junction is not under consideration under this RMA.
- 7.81 The works to the B2149 have been approved by HCC as the Highways Authority as part of a Section 278 agreement and are not part of this RMA application. Access and the northern access route will be used for construction traffic only until the visitor

centre is open to the public. When the northern access road is open to the public it will be for vehicular traffic only. The non-motorised user access will be via the Land East of Horndean development via a dedicated non-motorised user access and other access points. There is no permanent speed reduction for the section of the B2149 that covers the proposed access junction that leads to the reservoir. A 40-mph speed reduction was sought for the B2149 from the Highway Authority, but not granted. A temporary speed reduction was granted for the duration of the construction works.

- 7.82 The movements from the access in and out have again already been considered and both left and right turning has been considered acceptable for both construction (left only towards Horndean) and completed development traffic movements.

Traffic Management

- 7.83 Responders are concerned as to how traffic will be managed in particular when the car park is full, and vehicles are still arriving along the track and vehicles are trying to leave. The northern access route has been designed as a single carriageway with passing bays to limit tree loss and impacts on woodland habitat and protect root systems where possible. The passing bays will help to limit tailbacks and it is considered that the design is appropriate for the level of traffic expected. The passing bays are set a recommended distance apart. The traffic will give way when required and use the passing bays to allow vehicles to pass. This will be signposted to advise traffic when they have right of way.
- 7.84 Car park management will be addressed as part of the tripartite Site Management Plan (between Portsmouth Water, Hampshire County Council and Forestry England) which must be approved prior to construction of the visitor facilities. It is anticipated that there would be a system put in place that would limit and control the number of vehicles accessing the site to the capacity of the car park thereby minimising any queuing or traffic congestion at the access and along the access routes when the car park is full. Part of the parking system could include variable message signage during periods of peak demand on the visitor centre.
- 7.85 The spacing of the passing bays has been determined based on highway design guidance. The overall objective in the design was to limit the loss of ancient woodland as far as practical.

Unauthorised Motorcycle Use of Access

- 7.86 Objectors state that there is an existing significant problem with unauthorised motorcycles at Havant Thicket, resulting in the antisocial behaviour. Preventing motorcycle access to the woodland is also essential to protect the Ancient Woodland habitats, European Protected Species and other wildlife from disturbance.
- 7.87 Once the site is open to the public there will be two gates operating. The first gate is at the B2149 access end, and it will be closed when the site is shut to the public. The other gate is between the northern access route and the visitor centre car park. This will be locked outside of opening hours. The landscape plans submitted with the RMA application illustrate the location of gates and fences alongside the northern access route along with retractable bollards (including at the turning head) to prevent motorised vehicles accessing Havant Thicket. In the interim period when the

reservoir is undergoing construction or filling then access and security will be controlled by the Contractor. It is anticipated that the proposed development will help to address anti-social behaviour in Havant Thicket through natural surveillance from increased numbers of recreational users and on-site management.

- 7.88 The detailed design of the gates will be conditioned. This will allow different options to be considered so that the final design is capable of accommodating pedestrians, low mobility users and cyclists whilst preventing motorbike usage. The triangular vehicular barrier is a lockable steel barrier capable of controlling vehicle access including motorbikes and during the construction works the gate will be monitored. The ditches proposed are 2550mm wide and 700mm deep and the timber fence will taper to the edge of the ditch, therefore acting as a motorbike deterrent.

Footpath Closures

- 7.89 The landscape drawings illustrate the location of fences and gates at the points of access onto the Northern Access Route. The first two gated accesses alongside the Northern Access Route will remain closed and locked if not in use for Forestry England (FE). These gates are for FE vehicles and contractors only. The third access on the west side, is to provide a non-motorised access from the Land East of Horndean into Havant Thicket across the access road. Signage will be added to ensure users traverse along the east-west axis. In addition to providing good quality cycle, pedestrian and equestrian paths within the reservoir site and Havant Thicket and contributing to improved connections into the site, Portsmouth Water is developing an Access and Recreation Strategy with Forestry England, Hampshire County Council and the Havant Thicket Stakeholder Group which is informing opportunities for connections around the wider site and site management measures.

Drainage

- 7.90 Objectors are concerned over drainage and suggest the use of an existing pond at Bell's Copse rather than building a separate basin. It is considered that the proposed basin, which is essentially a section of widened ditch, allows flows to be restricted to existing rates from the new impermeable area associated with the northern access route. It keeps the road drainage separate from the downstream pond and watercourses and restricts the number of contaminants from runoff on the new road from reaching the existing pond and habitats at Bell's Copse. It will be accessible via the road and more easily maintained by Portsmouth Water.
- 7.91 The existing pond at Bell's Copse receives runoff from the wider woodland catchment and has several outgoing ditch systems along its length. Combining the northern access route drainage with this pond and restricting flows as necessary as a result of the increase in impermeable area associated with the northern access road would not be practicable. The existing culvert discharges to the embankment on the northern side of the B2149. Water dissipates into ditches and into the wider forestry area. There is no requirement for additional storage on the eastern side of the B2149 due to it being provided on the western side within the field as part of the ditch system. Furthermore, a pond in that location would require removal of further ancient woodland.

Location of Bollards

- 7.92 No pedestrians or cyclists will be permitted to use this access route, which is for vehicular access only. Retractable bollards are to be placed at 2.5 m centres leaving an opening of 2.35m between bollards. Along the remaining section of the northern access road, non-removable bollards are to be placed at 5m centres with a gap of 4.85m; this in combination with a 1:2 embankment will design out the incentive for cars to parallel park or drive through them. The design to provide wider spacing has been made to reduce the number of bollards needed and over engineering the design of the route.

Ecology

- 7.93 Objectors seek an explanation as to the dead hedge corridor, its wildlife benefits and reason for the gaps shown on the landscape drawings. The dead hedge is to be located along the western boundary of the Northern Access Road. The gaps are shown where it is to be infilled with brash and will incorporate existing vegetation in the dead hedge. Native whip planting to be incorporated for gap filling. The dead hedge will be managed under the approved by Landscape and Ecological Management Plan. Overall, the dead hedges provide a natural boundary treatment which is considered important in the context of the surrounding woodland and provide biodiversity benefits and a functional wildlife corridor for insects, birds and mammals to improve habitat connectivity.
- 7.94 In respect of the Pale Bank objectors recommend that there should be a specific requirement to fence off the bank during construction works to protect the bank from damage. The Northern Access Route is kept to a minimum in this location with no passing bays. The detailed CEMP condition 5 is under consideration (planning ref. APP/20/00990) and this forms part of the assessment.
- 7.95 The applicant has been criticised for not considering the feedback from the stakeholder engagement and the submissions do not reflect this. In particular, the alternative proposed surfaced cycle route to be provided should not be located in the northern part of Havant Thicket to ensure this part remains quiet for wildlife and those who walk there. An alternative cycle track was submitted to Portsmouth Water and this needs to be agreed and reflected in future plans together with surfacing requirements i.e., smooth gravel to be in keeping with the rural character of the area. In response the applicant states that the Draft Recreational Access Plans were provided for information only and are not a requirement of the Reservoir planning permission. These Access and Recreation plans have since been updated as part of the preparation of an Access and Recreation Strategy, taking into account comments from the Havant Thicket Stakeholder Group, Forestry England and Hampshire County Council and this strategy has not yet been finalised.
- 7.96 Objectors are concerned about night-time working and its impact it could have on protected habitats, ecology and amenity and the RMA should be subject to a condition restricting night-time working. It is confirmed there will be no overnight working for this phase. The Phase 1 Construction Environmental Management Plan (CEMP) has been submitted for approval (Condition 5 APP/20/0090) and states that in determining the lighting arrangement on site, consideration will be given to sensitive receptors that may experience a nuisance by light. The site compound for the Phase 1 works will cover a small area, with low level LED lighting only provided

on the welfare unit. It is not expected that works will be undertaken after sunset and therefore the use of high-level tower floodlights will not be employed.

- 7.97 Objectors state that the Ecological Clerk of Works (ECoW) should not be appointed by the contractor owing to the potential for a conflict of interest and this role should be fully independent. This matter has been considered as part of the discharge for approved Condition 38. The Ecological Clerk of Works (ECoW) is a suitably qualified and experienced person, provided by environmental consultants, Royal Haskoning DHV, part of the Reservoir Contractor team. 'Suitably qualified' means that the ECoW has a degree or similar level qualification in an ecological-related subject and be a member of the Chartered Institute for Ecology and Environmental Management, and therefore subject to the standards of professional competence and conduct set by the institute. Portsmouth Water's Environmental Manager, supported by their environmental consultants including ECOSA who hold the EPS Licences, shall oversee the implementation of the biodiversity mitigation and compensation, and shall also undertake technical audit of the measures implemented during construction including the work of the ECoW.

Landscape and Ecological Management Plan (LEMP)

- 7.98 The LEMP was submitted alongside the Phase 1 RMA for information and has now been approved (discharged under the Section 106 Agreement). It is the first iteration and will be updated and submitted alongside subsequent RMAs as the detailed design for different phases progresses.

(xvi) Conditions and S106 Obligations

- 7.99 The Hybrid Consent includes a series of pre-commencement conditions which relate to all development forming part of the Approved Scheme and others that relate to each phase of the Approved Scheme. The planning history section of the report outlines the conditions which have been approved to date.
- 7.100 With relevance to the Phase 1 Scheme, details pursuant to Planning Conditions 13 (Site Accessibility), 20 (Lighting Strategy); 27 (Landscape Arb Work), 28 (Landscaping), 32 (Drainage), 36 (Ecology), 37 (Ecology Licences) 38 (Ecology Licences) and 39 (Soil Management) whilst submitted as part of this Reserved Matters application for approval by the Local Planning Authorities (HBC and EHDC), these have been determined following consultation with statutory and non-statutory consultees.
- 7.101 The Section 106 Legal Agreement also includes commitments which will need to be discharged prior to commencement of development (excluding site enabling works) these are summarised as follows:
- Provide financial contributions to provide crossings for non-motorised users to access the site from the east across the B2149.
 - Enter into a highway agreement (Section 278) for off-site highway works on B2149 and not to commence development until those works have been completed.
 - Prepare a Detailed Biodiversity Mitigation and Compensation Strategy including a Landscape Ecological Management Plan (Discharged 24/8/2022).

- Provide a temporary diverted bridleway (Havant 120/Rowlands Castle 29) through Havant Thicket for the period of construction prior to closure of the existing bridleway (HCC Matter not pre commencement requirement).
- Prepare a Travel Plan and Construction Traffic Management Plan (Agreed with HCC); and
- Prepare an employment and skills plan (Discharged 28/10/2022).

8. Conclusion

- 8.1 This application seeks approval with respect to Reserved Matters relating to the siting, scale, appearance and landscaping of the 'Northern Access Route' that will form the first phase of this strategically important infrastructure project. It is considered that the design is in accordance with development principles set out in the Approved Scheme application. The Phase 1 Scheme has also been demonstrated to be in conformity with all pertinent national and local planning policies.
- 8.2 The environment to be created by the proposed development, would be of a high-quality accessible route and public realm for both visitors and adjoining neighbouring land users who use the site. The environmental and ecological effects, noise, air quality, drainage, heritage and the cumulative impacts have also been considered. Tree planting, landscaping, compensation and mitigation measures would improve the biodiversity and amenity value of the site and the wider area in respect of biodiversity and visual amenity.
- 8.3 The amenity of the existing and future occupiers which surround the site will not be significantly affected. The extant hybrid planning permission is a material consideration and the parameters set at that time were considered appropriate. The current proposal has been treated on its individual merits and assessed against the current planning policy regime and the material objections received from all parties.
- 8.4 Officers have given considerable importance and weight to the desirability to preserve the setting of heritage assets in accordance with Section 66(1) and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended). In accordance with the Council's statutory duties and relevant policies of the development plan, the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of the setting of the nearby conservation areas.
- 8.5 The public access route design has been carefully considered with landscaping, boundary treatments, width of the access, passing points, drainage and ecology, both along the route and the access junction (to be secured through S278). Whilst the objectors have questioned the design, the applicant have sought to achieve a balance between the site constraints and the development parameters as set out in the development specification as approved under the extant hybrid permission.
- 8.6 The northern access route forms part of the approved scheme. The proposed Phase 1 Scheme has been designed within the context of the requirements of relevant national and local planning policy. An assessment of the Phase 1 Scheme against planning policies which relate to the scheme demonstrates how the proposals conform to local and national policy requirements and guidelines.

- 8.7 As well as facilitating future development phases within the approved scheme, the Phase 1 northern access route works will provide non-motorised user access to the north to provide a significant new connection between Havant, the reservoir site and future development to the north and the wider public rights of way network.
- 8.8 In accordance with section 38 (6) of the Planning and Compulsory Purchase Act 2004, officers have considered the planning application with regard to the requirements of the National Planning Policy Framework 2021 and are satisfied that the development would be in general compliance with the Development Plan for the Borough and that there are no material considerations of sufficient weight that would dictate that the application should otherwise be refused. Planning permission should be granted subject to the conditions.

9 RECOMMENDATION

That the Head of Planning be authorised to **GRANT PLANNING PERMISSION** for application APP/22/00681 subject to the following conditions (subject to such changes and/or additions that the Head of Planning considers necessary to impose prior to the issuing of the decision):

Conditions:

1. Event Management Plan

Prior to first use of the site and first use of the Phase 1 Northern Access Route by the visiting public an Event Management Plan shall be submitted to and approved in writing by the Local Planning Authority to confirm how the additional movements will be managed whilst events are taking place at the reservoir. The agreed measures shall be carried out and managed in accordance with the approved details.

Reason: In the interests of highway safety, visitor amenity and safety and protection of new and existing habitats and to accord with the NPPF (2021) and Havant Borough Local Plan (Core Strategy) 2011 Policies CS11, DM8 and DM12.

2. Pedestrian Crossing Point

Prior to the first use of the site Phase 1 Northern Access Route by the visiting public, details of the pedestrian crossing location along the northern access road shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be implemented prior to the first public use of the Phase 1 Northern Access Route and retained thereafter.

Reason: In the interests of highway safety, visitor amenity and safety and protection of new and existing habitats and to accord with the NPPF (2021) and Havant Borough Local Plan (Core Strategy) 2011 Policies CS11, DM8 and DM12.

3. Reinstatement of Access Road

Prior to first use of the Phase 1 Northern Access Route by the visiting public, details of how the access shall be reinstated post construction and prior to occupation to be of a suitable standard for use by the public, shall be submitted to and approved in writing by the Local Planning Authority. The reinstatement works shall be carried out in accordance with the

approved details and shall be implemented prior to the first public use of the site Phase 1 Northern Access Route and retained thereafter.

Reason: In the interests of highway safety, visitor amenity and safety and protection of new and existing habitats and to accord with the NPPF (2021) and Havant Borough Local Plan (Core Strategy) 2011 Policies CS11, DM8 and DM12.

4. Entrance Gate Details

Prior to first use of the Phase 1 Northern Access Route by the visiting public, details of the main northern access gate and entrance signage shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be implemented prior to the first public use of the site Phase 1 Northern Access Route and retained thereafter.

Reason: In the interests of highway safety, visitor amenity and safety and protection of new and existing habitats and to accord with the NPPF (2021) and Havant Borough Local Plan (Core Strategy) 2011 Policies CS11, DM8 and DM12.

5. Woodland Management Plan

Prior to the first use of the Phase 1 Northern Access Route a Woodland Management Plan (in line with the advice contained within the DEFRA Guidance “Create a woodland management plan” 29 November 2022) shall be submitted to and approved in writing by the Local Planning Authority to confirm how the woodland and trees either side of the Northern Access Route will be managed, maintained and protected, to include but not limited to the following:

1. Ongoing management of the birch dominated ancient woodland to the east of the northern access routes to ensure it progresses to diverse ancient and semi-natural woodland designed to be resilient to climate change and the pressures placed on it by access route traffic.
2. Protection of the woodland from damage.
3. Management of the belt of largely mature trees along the boundary of Havant Thicket to maintain a diverse and resilient effect on both the wider landscape and the users of the Northern Access Route; and
4. Ongoing protection of the historic Park Pale (ancient woodbank) from adverse use such as ingress into Havant Thicket by cyclists and motorcycles.

The agreed measures shall be implemented and always managed following the bringing into use of the Phase 1 Northern Access Route in accordance with the approved details.

Reason: To protect and sustainably manage existing ecological habitats, trees, ancient woodland and natural heritage assets to accord with the NPPF (2021) and Havant Borough Local Plan (Core Strategy) 2011 Policies CS11 and DM8.

6. Approved Drawings

The development hereby permitted shall be carried out in accordance with the following approved plans and particulars:

Drawing Number	Drawing Title
	Phase 1 Application Site Location Plan (Page 1 and 2)
Highway design	
HTR-ATK-AR-RE-DR-D-0017	B2149 General Arrangement Plan (To show Tie-in with Phase 1, for info only) (Sheet 1 of 4)
HTR-ATK-AR-RE-DR-D-0018	Phase 1 Northern Access General Arrangement (Sheet 2 of 4)

HTR-ATK-AR-RE-DR-D-0019 REV C03	Phase 1 Northern Access General Arrangement (Sheet 3 of 4)
HTR-ATK-AR-RE-DR-D-0022	Northern Access Road Pavement Layout (Sheet 2 of 3)
HTR-ATK-AR-RE-DR-D-0023	Northern Access Road Pavement Layout (Sheet 3 of 3)
HTR-ATK-AR-RE-DR-D-0024	B2149 Typical Cross Sections (To show Tie-in with Phase 1, for info only) (Sheet 1 of 1)
HTR-ATK-AR-RE-DR-D-0027	Northern Access Proposed Traffic Signs and Road Markings (Sheet 2 of 3)
HTR-ATK-AR-RE-DR-D-0029	Northern Access Proposed Traffic Signs and Road Markings (Sheet 3 of 3)
HTR-ATK-AR-RE-DR-D-0031	Swept Path at Passing Bays (Sheet 2-3)
HTR-ATK-AR-RE-DR-D-0072	Phase 1 Northern Access - Typical Cross Sections (Sheet 1 of 1)
HTR-ATK-AR-RE-DR-D-0073	Pavement Build Up and Tie in Details (Sheet 1 of 1)
HTR-ATK-AR-RE-DR-D-0078	Northern Access Road Detailed Cross Sections (Sheet 3 of 8)
HTR-ATK-AR-RE-DR-D-0079	Northern Access Road - Detailed Cross Sections (Sheet 4 of 8)
HTR-ATK-AR-RE-DR-D-0080	Northern Access Road - Detailed Cross Sections (Sheet 5 of 8)
HTR-ATK-AR-RE-DR-D-0081	Northern Access Road - Detailed Cross Sections (Sheet 6 of 8)
HTR-ATK-AR-RE-DR-D-0082	Northern Access Road - Detailed Cross Sections (Sheet 7 of 8)
HTR-ATK-AR-RE-DR-D-0083	Northern Access Road - Detailed Cross Sections (Sheet 8 of 8)
Drainage design	
HTR-ATK-AR-ZZ-SK-D-0018	B2149 North Access Junction Drainage Layout (to show tie-in with Phase 1) (Sheet 1 of 3)
HTR-ATK-AR-ZZ-SK-D-0019	Northern Access Drainage Layout (Sheet 2 of 3)
HTR-ATK-AR-ZZ-SK-D-0020 REV C03	Northern Access Drainage Layout (Sheet 3 of 3)
HTR-ATK-AR-ZZ-SK-D-0033	Check Dam Details (Sheet 3 of 3)
Landscape design	
HTR-ATK-ZZ-ZZ-DR-L-0027	Landscape Plan Northern Access (Sheet 1 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0028	Landscape Plan Northern Access (Sheet 2 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0029	Landscape Plan Northern Access (Sheet 3 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0030 REV C05	Landscape Plan Northern Access (Sheet 4 of 4)
HTR-ATK-ZZ-ZZ-DR-L-0046	Landscape Sections Northern Access (Sheet 1 of 3)
HTR-ATK-ZZ-ZZ-DR-L-0047	Landscape Sections Northern Access (Sheet 2 of 3)
HTR-ATK-ZZ-ZZ-DR-L-0048	Landscape Sections Northern Access (Sheet 3 of 3)
HTR-ATK-XX-ZZ-DE-L-0001	Landscape Tree Pit Detail (Sheet 1 of 1)
Tree/Vegetation Clearance	
HTR-ATK-RZ-RE-DR-L-1141	B2149 North Access Junction Tree Works Plan (To show Tie-in with Phase 1, for info only) (Sheet 1 of 3)
HTR-ATK-RZ-RE-DR-L-1143	Northern Access Road Tree Works Plan (Sheet 2 of 3)
HTR-ATK-RZ-RE-DR-L-1144 REV C05	Northern Access Road Tree Works Plan (Sheet 3 of 3)
Tree Protection Plans	
HTR-ATK-RZ-RE-DR-L-1145	B2149 North Access Junction Tree Protection Plan (To show Tie-in with Phase 1, for info only) (Sheet 1 of 3)
HTR-ATK-RZ-RE-DR-L-1146	Northern Access Tree Protection Plan (Sheet 2 of 3)
HTR-ATK-RZ-RE-DR-L-1147 REV C5	Northern Access Tree Protection Plan (Sheet 3 of 3)
Documents	
HTR NAR Stage 1 and 2 Response Report dated 23/11/2022 Prepared by Atkins Global (reference HTR-ATK-AR-RE-RP-D-0005 Rev C01).	
HTR NAR Stage 1 and 2 Response Report dated 23/11/2022 Prepared by Atkins Global (reference HTR-ATK-AR-RE-RP-D-0005 Rev C01).	
Swept path analysis of each passing bay (drawing HTR-ATK-AR_RE-DR-D-0031).	
Planning Supporting Statement, Atkins, June 2022 (HTR-ATK-RZ-RE-RP-Z-0012)	
Arboricultural Impact Assessment Addendum and Arboricultural Method Statement, Atkins, June 2022 (HTR-ATK-ZZ-ZZ-RP-Z-0167)	

Drainage Management Plan, Atkins, October 2022 RevC04 (HTR-ATK-XX-ZZ-RP-Z-0004)

Ecological Mitigation, Compensation and Enhancement Measures, Atkins, June 2022 (HTR-ATK-XX-ZZ-RP-Z-005)
--

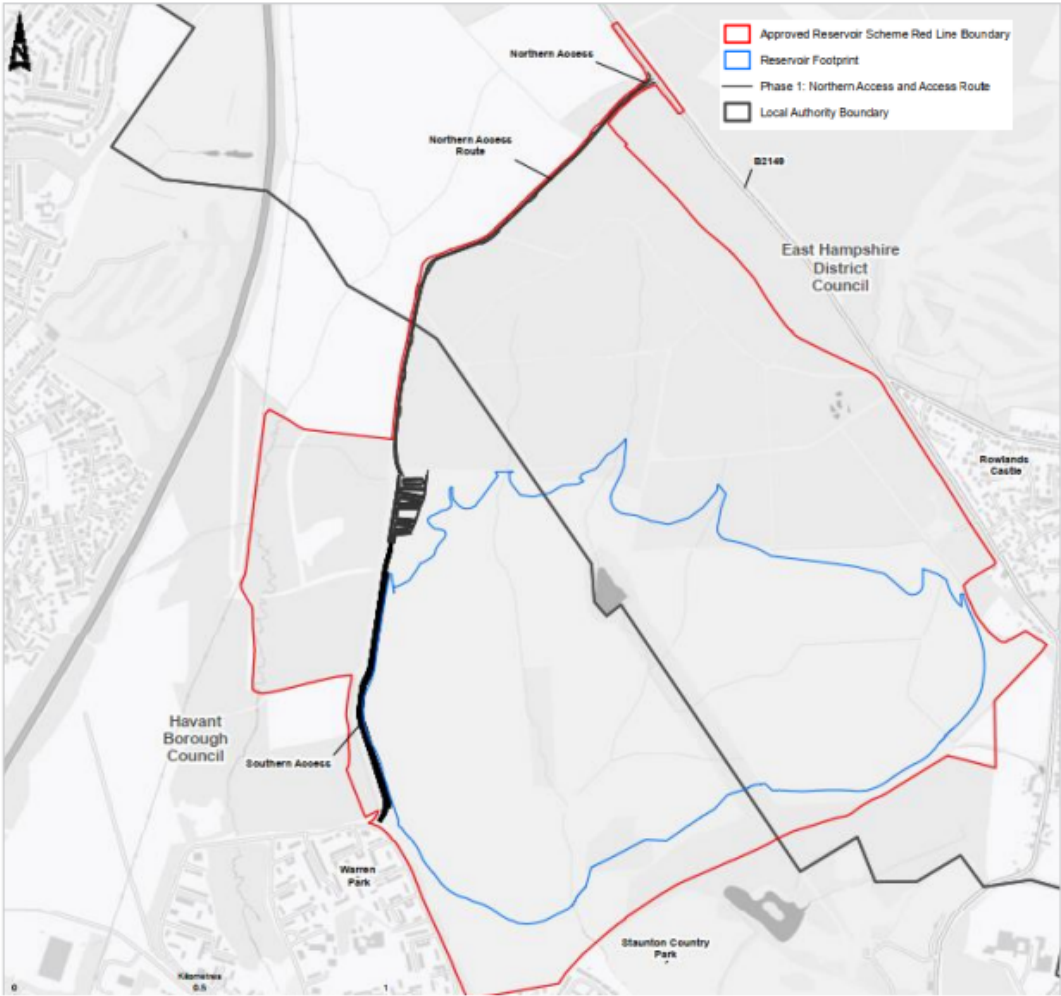
Framework Soil Management Plan, Atkins, June 2022 (HTR-ATK-ZZ-ZZ-RP-Z-0166)

Reason - To ensure provision of a satisfactory development.

Appendices:

- (A) Approved Scheme (Reservoir)
- (B) Location Plan Page 1 and 2 (HTR - ATK - AR - RE - GS - Z - XXXX)
- (C) Phase 1 Northern Access General Arrangement (Sheet 2 of 4) (HTR-ATK-AR-RE-DR-D-0018)
- (D) Phase 1 Northern Access General Arrangement (Sheet 3 of 4) (HTR-ATK-AR-RE-DR-D-0019 REV C03)
- (E) Landscape Plan Northern Access (Sheet 1 of 4) (HTR-ATK-ZZ-ZZ-DR-L-0027)
- (F) Landscape Plan Northern Access (Sheet 2 of 4) (HTR-ATK-ZZ-ZZ-DR-L-0028)
- (G) Landscape Plan Northern Access (Sheet 3 of 4) (HTR-ATK-ZZ-ZZ-DR-L-0029)
- (H) Landscape Plan Northern Access (Sheet 4 of 4) (HTR-ATK-ZZ-ZZ-DR-L-0030 REV C05)

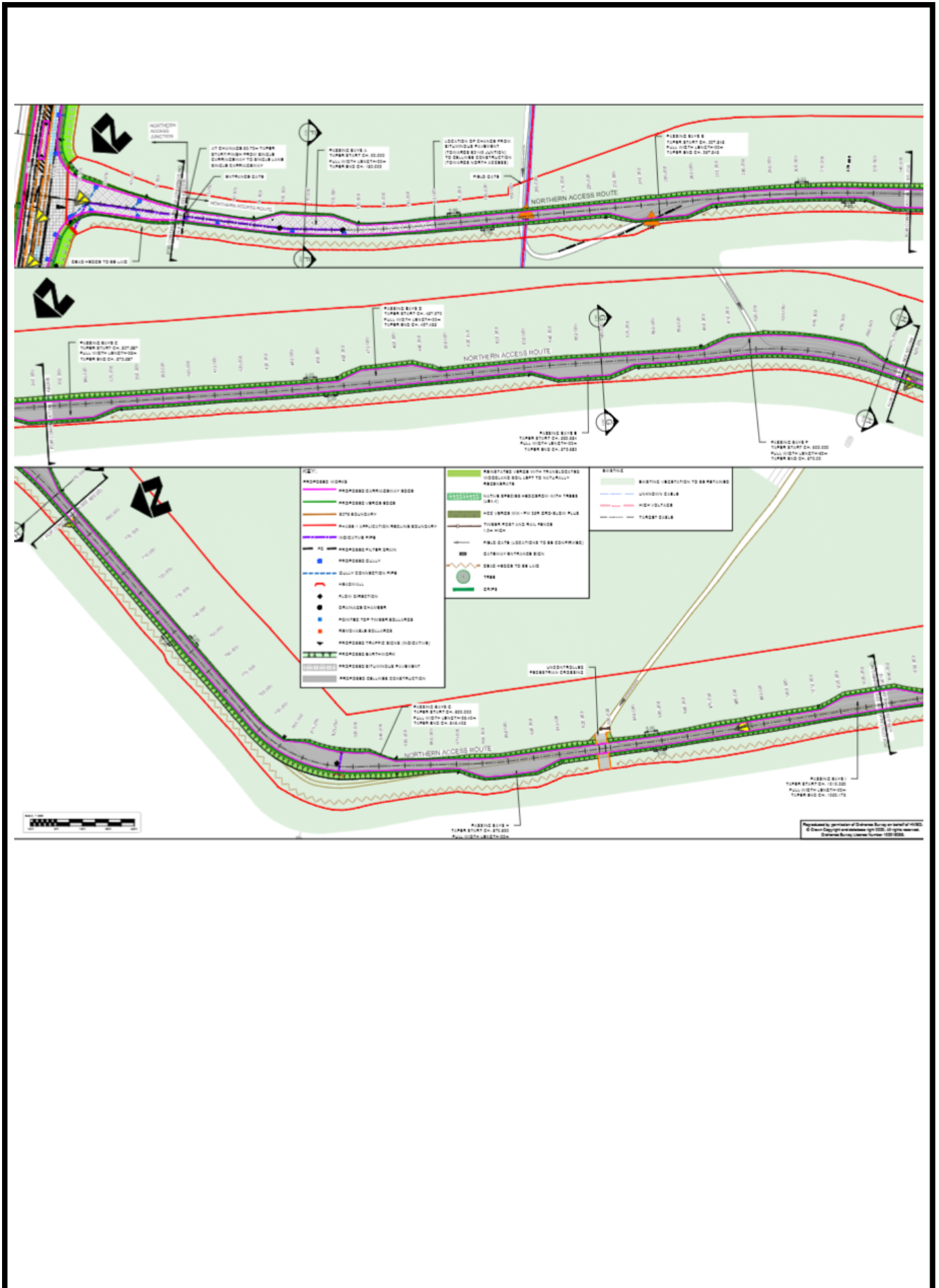
Figure 2-1 – Approved Scheme (Reservoir)



This page is intentionally left blank

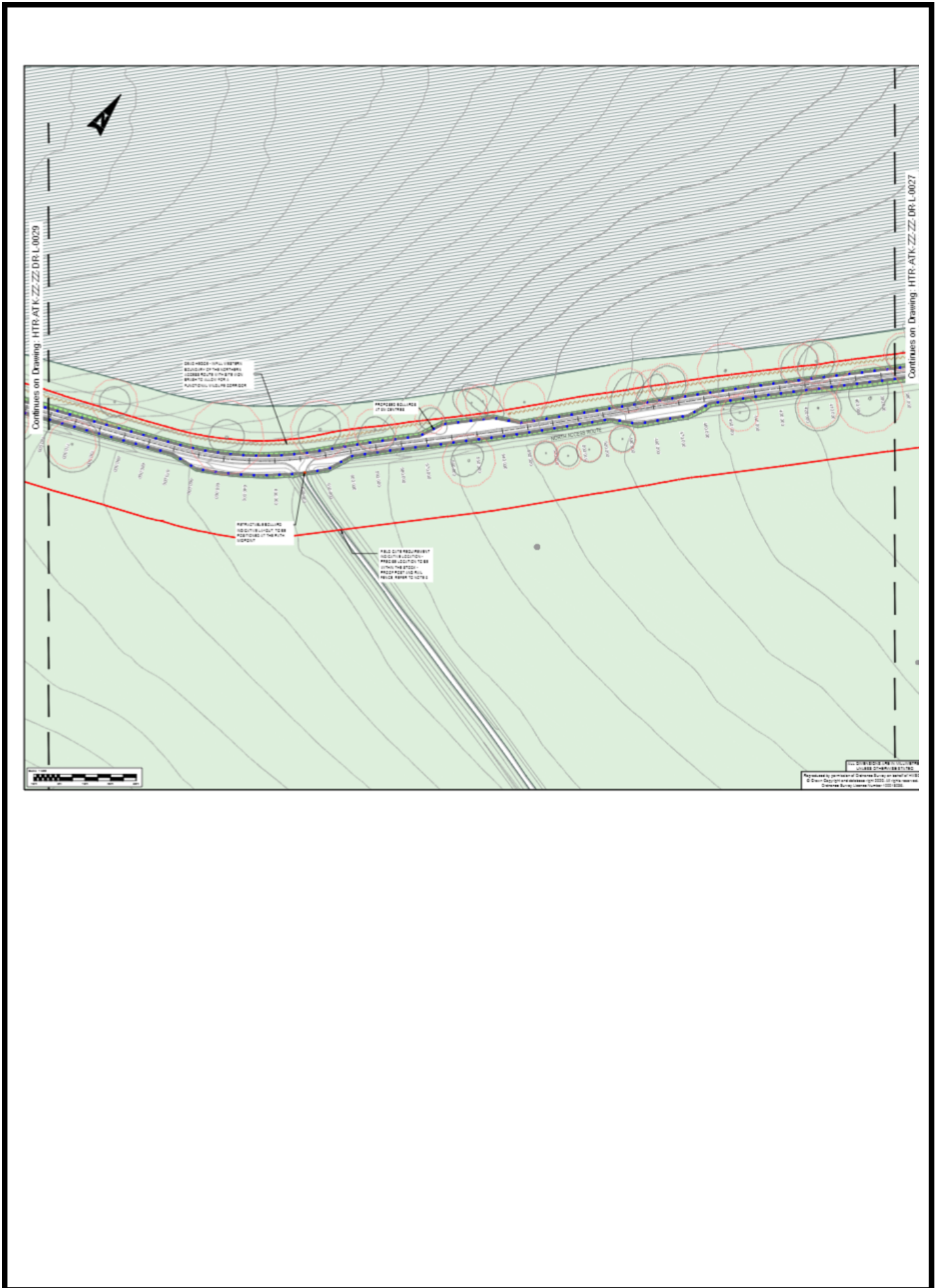


This page is intentionally left blank

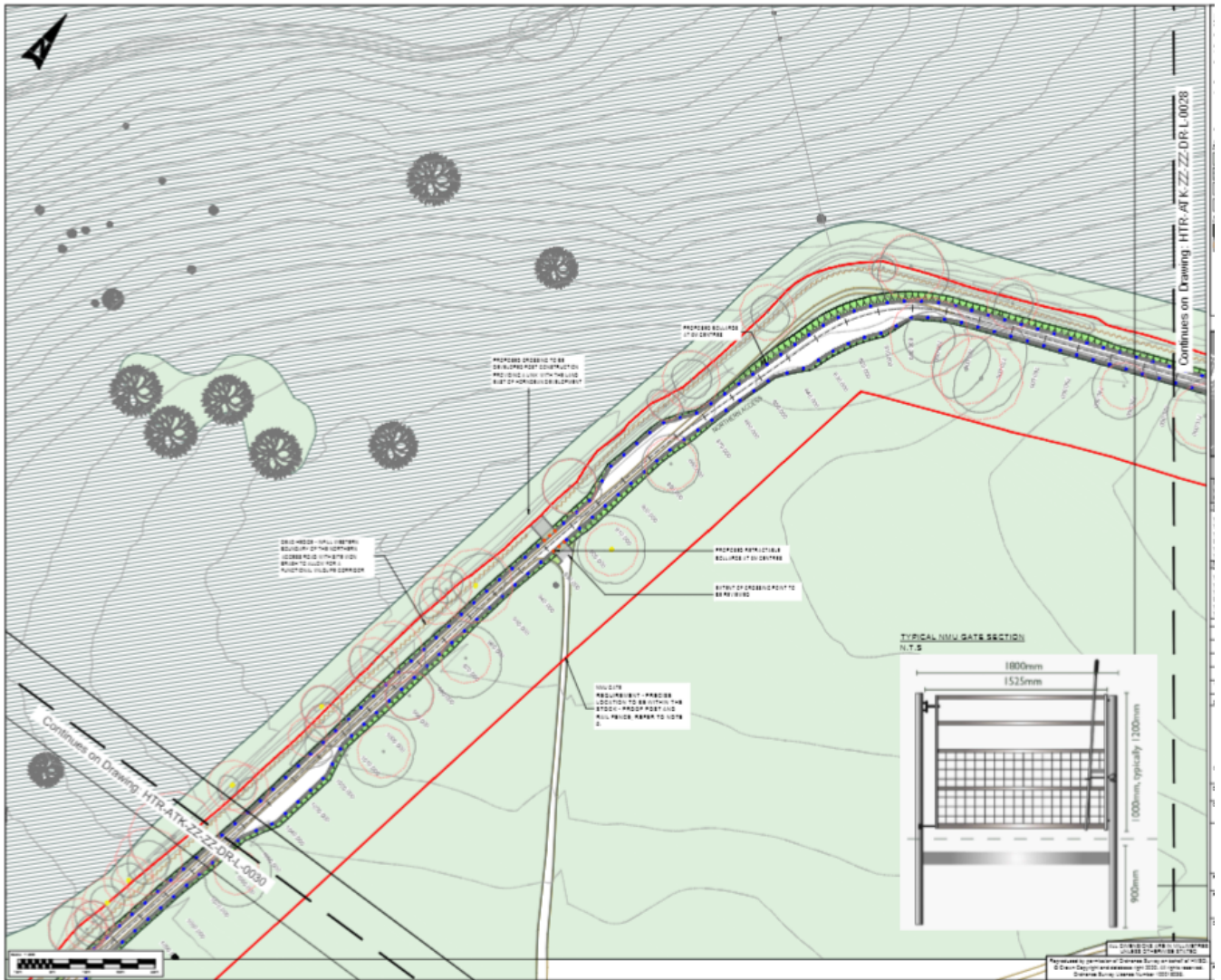


This page is intentionally left blank

This page is intentionally left blank



This page is intentionally left blank



This page is intentionally left blank



This page is intentionally left blank

This page is intentionally left blank