
Site Address: Pipeline from the reservoir to the north of Middle Park Way to Bedhampton Pumping Station, Meyrick Road, Havant.

Proposal: Hybrid application seeking: 1) Full permission for development of new pipelines 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 two predominantly underground pipes in tunnels linking the reservoir with the existing pumping station at Bedhampton with associated infrastructure including: emergency drawdown discharge structure at Hermitage Stream; construction of eight access shafts; upgrades to existing culverts close to shafts five, six and eight to manage flood risk; washout and air valve chambers (typically below ground), new plant at Bedhampton Pumping Station, modifications to Bedhampton 2 operational building and permanent diversion of Footpath 34 at Bedhampton Pumping Station. Outline application for an associated underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance; and upgrades to existing culverts close to shafts five, six and eight to manage flood risk (amended description 6th March 2025). An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Application No: APP/24/00405

Expiry Date: 7 May 2024

Applicant: Portsmouth Water Ltd

Agent: Atkins Realis

Case Officer: Narinder Lakhan

Ward: Bedhampton / Leigh Park Hermitage / Leigh Park Central & West Leigh

Reason for Committee Consideration: Large-Scale Major Application

Density: N/A

Development Manager Recommendation: **Grant planning permission with conditions and legal agreement.**

Executive Summary

Background and Context

An application for the development of a reservoir for raw water storage, was granted by Havant Borough Council (HBC) and East Hampshire District Council (EHDC) on 15th October 2021 and amended under S73 Applications (EHDC refs. 51680/001 and 51680/012 and HBC refs. APP/20/00990 and APP/24/00312). The outline application for an associated pipeline to transfer water from Bedhampton Springs to fill the reservoir was also approved by HBC under planning reference APP/20/00991 on the 15th October 2021.

Since outline planning permission was granted for the original pipeline route in 2021, Portsmouth Water (PW) has reviewed the route's feasibility and the use of alternative construction techniques. The overarching strategy is to deliver the scheme more efficiently and effectively, with less disruption to local communities and lessen the impact on the environment.

The new route will be a predominantly tunnelled construction methodology and an adjusted alignment. To achieve further additional resilience to the water network, a dual pipeline is now being proposed. The two pipelines would be used by PW to pump spring water (untreated) to the reservoir and draw it out when needed. This will also give greater flexibility to respond to droughts, allowing PW to add and remove water from the reservoir at the same time. It would also mean the scheme could continue to operate if maintenance was required on one of the pipelines.

The use of the two pipeline scheme by Southern Water (SW) is not for consideration as part of this application and will be the subject of a Development Consent Order (DCO) for their water recycling scheme, the Hampshire Water Transfer and Water Recycling Project. The DCO is due to be submitted in Summer 2025. This planning application would not give SW any permission to use the pipelines and is not a material consideration in the determination of this planning application.

The new water pipes would be installed inside two adjacent tunnels which would be constructed to ensure efficiency is achieved and subsequent disruption to local residents minimised.

The Reservoir

The approved reservoir, which is under construction, will be filled with surplus water drawn from the springs at the Bedhampton via the pipeline, and will provide water supplies to Portsmouth Water customers in the summer months as required.

The reservoir is necessary to increase water supplies available to PW and SW. SW has a forecast deficit in water resources in the Hampshire area which has been created by the reduction of its abstraction licences on the internationally designated River Itchen imposed by the Environment Agency. An agreement under Section 20 of the Water Resources Act 1991 requires SW to use all best endeavours to remove this forecast deficit. Additional water made available by the Reservoir Scheme will contribute towards the resources required to meet the forecast deficit.

The New Pipeline Scheme

The pipeline corridor extends from the Bedhampton Springs, northwards through Havant, to the reservoir. Under the consented pipeline scheme APP/20/00991, much of the pipeline would have been installed using an open cut method (where engineers would dig down from the road or land, lay the pipe and then fill in the ground above it). The new scheme reduces the length of the pipeline by 1km and follows Riders Lane stream, it adopts a more efficient and less disruptive tunnelling technique, building it section by section via eight access shafts.

The new scheme would include two pipelines instead of the one that was proposed in the original pipeline scheme. It would include separate inlet and outlet pipes so that spring water could be transferred between the reservoir and the Bedhampton Springs. As with the consented scheme, an emergency discharge chamber (where the Riders Lane stream meets the Hermitage stream) will allow water from the reservoir to be released safely into the Hermitage Stream and Riders Lane Stream in the highly unlikely event of the water level in the reservoir needing to be lowered quickly. Similarly, culverts (submitted in outline) along the Riders Lane stream, downstream of the new reservoir, would also be upgraded, so that flows at the reservoir could be safely accommodated.

The pipeline scheme has been designed with measures to avoid loss of Veteran and Category A trees and hedgerows, terrestrial and aquatic habitats, public rights of way, open spaces, playing fields and provide carbon savings. Measures to further mitigate effects from construction activities are set out in the Environmental Statement (ES) and has informed the detailed Construction Environmental Management Plan (CEMP) submitted alongside the planning application.

The assessment of the new pipeline scheme has been informed by the detailed supporting information on construction activities. There are no likely long-term significant adverse effects from construction. The ES has identified short-term, temporary significant adverse effects relating to noise and visual impact during construction which are inevitable and can be mitigated through conditions. The noise disruption from the original pipeline scheme would have affected a much larger number of residential receptors than the new scheme where temporary significant effects are predicted but limited to a small number of receptors.

There will be temporary visual impacts on one area of open space and rights of way. The construction activities will be focussed on the shaft and culvert locations and therefore affect smaller areas of landscape and number of views than the original scheme. They will cover a larger area in these locations and will be in situ for longer. However, once construction is complete there will be no impacts and the landscape reinstated satisfactorily.

The overall disruption from construction on local residents will be reduced and affect a smaller number of people than the original scheme. Fewer roads (and smaller sections within these roads) will be closed, the construction works will be focussed in smaller areas and there will be less traffic generated due to a much smaller workforce.

Summary of Planning Assessment

The safeguarding and allocation of a reservoir at Havant Thicket in the HBC Local Plan recognises that the supply of water needed from the reservoir is critical to meet future population and housing demands. The reservoir meets the requirements set out by the site allocation policies, providing significant environmental and community benefits as confirmed in the consented applications APP/20/00990 and 51680/001 and as amended by 51680/012 and APP/24/00312. The design of the reservoir and pipeline has been environmentally-led and, wherever possible, measures have been taken to avoid impacts on environmental and heritage assets and designated sites.

Policy AL6 of the Local Plan Allocations safeguards the pipeline route and, along with the approved planning application APP/90/00991 for the outline pipeline scheme, establishes the principle of development for the pipeline.

Any visual impact of the development would be localised during the construction period and the landscape will be reinstated. The additional landscaping that is proposed would reduce, and mitigate to a degree, the landscape impact of the development and overall, the development would not unduly affect the character and appearance of the wider area or the historic landscape and heritage assets. It has also been concluded that the development would not have an adverse impact on highway safety, both in terms of its impact on the surrounding highway network and providing safe access to the site, subject to the conditions and obligations being sought by the HCC Highways who have raised no objection. It is considered that the development

would provide safe access to the site and would not have a severe impact on the safety and free flow of the highway network in the long term once the development is completed.

Whilst it is recognised that the site is in flood zones 1, 2 and 3, significant flood mitigation measures have been included. The proposal additionally meets the requirements of the sequential test as it would provide a robust and reliable water supply and no objection has been raised by the Environmental Agency. In terms of flood risk, the detailed flood risk assessment, including emergency drawdown strategy, have been considered acceptable by the Environment Agency (EA) and Local Lead Flood Authority (LLFA).

The proposed mitigation plans, which include both on-site and off-site ecological improvements to waterbodies, are considered to provide an appropriate balance of measures to satisfy both Article 4.7 of the Water Framework Directive and Biodiversity Net Gain requirements.

In conclusion, it is considered that the application submission demonstrates that there is an overriding public need for the development, which would help meet the deficit resulting from the restriction on abstraction from the internationally designated River Itchen and the nationally designated River Test and would help to conserve and enhance the biodiversity of these rivers.

It is considered that the planning application for the new pipeline scheme complies with the Development Plan and with national planning policy and planning permission should, therefore, be granted subject to the planning obligations and conditions set out in the report.

1 Site Description

(i) Pipeline Route

- 1.1 This planning application is for a new pipeline route and design between the approved reservoir at Havant Thicket and Bedhampton pumping station. The pipeline corridor is located within Havant Borough Council (HBC).
- 1.2 The pipeline corridor comprises the pipes and tunnels and associated infrastructure including an emergency discharge structure between the Hermitage Stream and Rider Lane Stream confluence, cross-connection infrastructure at the Havant Thicket Reservoir site, upgrades to existing culverts and new plant and modifications to an existing building at Bedhampton Pumping Station.
- 1.3 The consented reservoir, when completed, will be filled with surplus water (untreated) drawn from the springs at the Bedhampton works when flows are at their highest in winter via inlet and outlet pipes, and will provide water supplies to Portsmouth Water customers in the summer months as required.

“The pipeline corridor”

- 1.4 The 'pipeline corridor' lies to the south of the reservoir site however, the northern section of it extends into the footprint of the reservoir itself. The pipeline corridor is located entirely in HBC.

- 1.5 The pipeline corridor starts from Bedhampton Pumping Station in the south and passes through the Leigh Park Estate under local roads and open spaces. The corridor also runs north following the alignment of the Hermitage Stream before turning north-east and broadly following the Riders Lane Stream towards the reservoir site. At the northern end of the corridor, before entering the reservoir site, the pipeline intersects the Sir George Staunton Conservation Area, and Leigh Park Registered Park and Garden (RPG) and species rich grassland within Staunton Country Park, designated Thicket Lawn Site of Importance for Nature Conservation (SINC) and High Lawn SINC.

(ii) Environmental Designations and Context

Flood Risk

- 1.6 The pipeline section from the south of the reservoir to Hooks Farm Way runs along the Hermitage Stream. This section of the pipeline is categorised as being in Flood Zone 2 and 3. Flood Zone 3 is the area of highest risk of flooding, defined as 'Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding.' The pipeline route south of Hooks Farm Way is located in a low probability of flood risk area, Flood Zone 1. There is a very small section of the pipeline red line boundary (60m) on Meyrick Road that would also fall within Flood Zone 3..

Historic environment

- 1.7 At its northern extent, the pipeline falls within part of the Grade II* Registered Park and Garden (RPG) at Leigh Park (Staunton Country Park) and the Sir George Staunton Conservation Area.

Ecology

- 1.8 Towards the northern part of the pipeline corridor, just south of Middle Park Way, the pipeline runs underneath Great Copse which is classified as Ancient Semi-Natural Woodland (ASNW). The southernmost point of the pipeline corridor is located approximately 1 km north of three European / internationally designated sites: Chichester and Langstone Harbours (Special Protection Area) SPA and Ramsar site and Solent Maritime Special Area for Conservation (SAC).

Landscape and Residential Hinterland

- 1.9 The pipeline corridor runs through an area of low lying and relatively flat landscape. Both Hermitage Stream and Riders Lane Stream make prominent features within this landscape. The area surrounding the pipeline route is mostly housing estates, with associated schools, recreational grounds and small pockets of retail and small businesses. Many of these residential areas feature roads with wide tree lined grass verges and many other small pockets of green open space.
- 1.10 Large areas of public open space adjacent to Hermitage Stream and Riders Lane Stream form important green corridors cutting through the built-up areas, and include public footpaths, play and informal sports areas. The open spaces include open grassland and extensive areas of mature tree and scrub that align the stream sides

and edges to the residential areas. The residential areas include some areas of woodland, the most notable being The Great Copse, an ancient woodland located at the northern end of the pipeline corridor.

- 1.11 The very northern part of the pipeline falls within Staunton Country Park. This part of the park has open grassland with scattered trees, however this is less distinctive than the more formally designed parkland in Leigh Park Gardens just west of the pipeline route.

Public Rights of Way (PRoW)

- 1.12 Land in Staunton Country Park is designated Open Access land there are also permissive paths within and adjoining the pipeline site, as it goes up to join the reservoir site. At the southern end of the pipeline route within the Bedhampton Pumping Station site, Footpath 34, which forms part of the long-distance Wayfarers Walk, crosses the site adjacent to Portsmouth Water's operational Bedhampton 2 building. Along the pipeline route PRoWs are located in and around Hooks Farm Recreation Ground, Hermitage and Riders Streams around the areas of public open space. The pipeline corridor will largely follow the PRoW adjacent to the Riders Stream, which runs parallel to High Lawn Way.

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/20/00990** - 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 (15/10/2021).

- 2.3 **APP/24/00312** - Application under Section 73 of the Town and Country Planning Act 1990 in respect of Conditions 2 and 3 of the Hybrid permission planning reference APP/20/00990 dated 15th October 2021 for proposed changes to the size and alignment of the main reservoir embankment (Permission 06/12/2024).
- 2.4 **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).
- 2.5 **APP/24/002024** – Application for the approval of Reserved Matters in respect of Shaft 1 (the Phase 1 Scheme) pursuant to Condition 2 of the outline planning permission under planning reference APP/20/00991 dated 15th October 2021 for the Pipeline from Bedhampton Springs to Havant Thicket Reservoir (Permission 28/06/2024).

3 Proposal

Historical Background and Context

- 3.1 A hybrid planning application (HBC APP/20/00990) for the development of the Havant Thicket Reservoir and a separate outline planning application (HBC APP/20/00991) for the associated pipeline were approved on 15th of October 2021. The application APP/20/00990 was amended under S73 Application APP/24/00312. As the reservoir site and pipeline corridor are inextricably linked the applications were supported by one Environmental Statement which assessed both the reservoir and pipeline as one scheme. The Environmental Statement (2020 ES) has been revised and updated to support this application for the new pipeline scheme.
- 3.2 The consented reservoir, when constructed, will be filled with surplus raw water drawn from the springs at the Bedhampton works when flows are at their highest in winter via inlet and outlet pipes, and will provide water supplies to Portsmouth Water customers in the summer months as required.

The New Pipeline Scheme

- 3.3 Following the initial planning approvals set out above, PW have investigated ways to improve the route and design of the pipeline, to further reduce its impact on local communities and the environment. This is in light of alternative innovative construction techniques, which it is argued would allow the pipeline scheme to be delivered more efficiently and effectively with less environmental impacts.
- 3.4 This hybrid scheme proposes a dual pipeline. The two pipelines would be used by PW to pump spring water to the reservoir and draw it out when needed, allowing greater flexibility to respond to more frequent, longer droughts, enabling them to add and remove water from the reservoir at the same time. It would also mean the

scheme could continue to operate if maintenance was required on one of the pipelines.

- 3.5 As a result, a new pipeline route and design have been identified, which needs a new planning approval. The elements of the scheme being submitted in outline are an underground cross connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance (one to access cross-connection infrastructure and one to access a flow metre chamber) and upgrades to the three culverts.

Future Proofing and Potential Southern Water Use

- 3.6 The Applicant has set out that the dual pipelines could be used by Southern Water (SW) in the future. This is subject to SW receiving development consent for its water recycling scheme, the Hampshire Water Transfer and Water Recycling Project (its Development Consent Order is due to be submitted in Summer 2025). From the applicant's perspective a combined approach means that, if SW's proposals for water recycling are agreed in the future, residents will not need to experience additional disruption. It would also reduce the environmental impact. However, it must be stressed that the currently approved reservoir, the consented pipeline and the current proposal is only for the use of untreated raw water.

Scheme Context

- 3.7 The 'pipeline scheme' refers to the pipeline and associated infrastructure which connects the reservoir at Havant Thicket with Bedhampton Springs within the 'pipeline corridor'. The 'pipeline corridor' generally lies to the south of the reservoir site however, the northern section of it extends into the footprint of the reservoir itself. The pipeline corridor is located entirely in HBC. The surrounding context is set out in detail, at Section 1 above paragraphs 1.1 to 1.12.

Summary of the Main Parts of the Development

- 3.8 The application for the new pipeline scheme includes two pipes and tunnels running adjacent to each other, an emergency discharge structure on the Hermitage Stream and upgrades to existing culverts, which are now submitted in outline with further details to be reserved for future approval under reserved matters submissions. As with the consented scheme the new application is seeking permission for new pipelines to transfer untreated water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer.

Under the approved pipeline scheme, much of the pipeline would have been installed using an "*open cut method*" (digging down from the road or land, lay the pipe and then fill in the ground above it). The new pipeline design involves the use of micro-tunnelling to put in the majority of the pipeline, building it section by section via eight access shafts minimising the disruption and impacts associated with the open cut method.

- 3.9 The application is a hybrid application (part full/part outline) for the pipeline with some details reserved for approval at a later stage. These will take the form of reserved matters applications (RMA).

Summary of Elements in Full Detail

- 3.10 The full components of the application for the new pipeline comprise:
- (i) Construction of two, predominantly underground, pipes in tunnels linking the reservoir with the existing pumping station at Bedhampton (excludes outlet pipe at reservoir site which will be subject to a reserved matters application linked to the reservoir planning permission);
 - (ii) Emergency drawdown discharge structure/shafts including above ground kiosks at Hermitage Stream;
 - (iii) Construction of eight further access shafts;
 - (iv) Washout and air valve chambers (typically below ground);
 - (v) New plant at Bedhampton Pumping Station (including Powdered Activated Dosing PAC) and modifications to Bedhampton 2 operational building; and
 - (vi) Permanent diversion of Footpath 34 at Bedhampton Pumping Station

Summary of Elements in Outline

- 3.11 The outline components of the application for the new pipeline comprise:
- (i) An underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance (one to access cross-connection infrastructure and one for flow metre chamber); and
 - (ii) Upgrades to existing culverts close to shafts five, six and eight to manage flood risk.
- 3.12 The outline elements under (i) are being designed in conjunction with the new reservoir infrastructure south of the embankment and a reserved matters application will be submitted for these elements. The landscape reinstatement at the reservoir site (south of the embankment) will be designed as part of the landscaping reserved matters application associated with the reservoir planning permission to ensure a comprehensive landscaping design and implementation approach to this area.
- 3.13 The extent of the new pipeline corridor is shown on the Site Location Plan Drawing (Ref. HTRATK-ZZ-ZZ-GS-Z-0143) and Red Line Boundary (Ref. HTR-ATK-ZZ-ZZ-GS-Z-0186) which also illustrates the inlet and outlet pipelines, the locations of the open cut construction, emergency drawdown discharge structure, the eight shafts, and culverts.

Construction Methodology

- 3.14 The new pipeline will be up to 5.3km in length and will comprise two new water pipes installed inside two tunnels up to 2.5m wide formed by concrete pipe sections installed at a depth of between 3m and 10m underground, which will be below roads, footpaths, utilities, watercourses and tree roots. The pipeline route will also avoid going directly under houses, although in any case it will be installed much deeper than any foundations.

- 3.15 A combination of open cut and micro-tunnelling techniques will be used for the construction of the pipeline. Open cut techniques will take place in two main locations, where ground level excavations would take place and the pipe would be laid before filling in the ground above it. These works account for 1.5km of the total 5.3km length of the pipeline and are located:
- (i) Around the Council playing fields adjacent to Havant Rugby Club; and
 - (ii) At land to the west and southwest of Staunton Country Park (including within the reservoir site).
- 3.16 Micro-tunnelling will be used for the remainder of the pipeline construction. This technique involves concrete pipes being pushed, using hydraulic jacks, through the ground behind a Micro-Tunnel Boring Machine. This drilling will take place via the eight shafts that are spread out along the pipeline route at intervals of between 230m and 500m, minimising the need to dig trenches and use open cut construction techniques along the whole route. The diameters of the eight shafts will range from between 7 and 9.5m for the four reception shafts and 11 to 13m for the four launch shafts.

Above Ground Works

- 3.17 Above ground construction will take place at each of the eight access shafts. This construction will utilise an “*open-dug cast in-situ reinforced concrete caisson technique*” and will be suitable for launch and reception shafts for the tunnelling works, as well as the emergency discharge chamber. The shafts themselves will then be backfilled, with manholes created inside the shaft to provide permanent access to valves as required. This method allows for future maintenance to the pipe if required, whilst leaving minimal visible impact at the shaft location.
- 3.18 An additional shaft just south of Corhampton Crescent in Leigh Park, where the Riders Lane Stream meets the Hermitage Stream, will be used as an “*emergency discharge chamber*”. This will allow some water from the reservoir to be released safely into the Hermitage Stream, via the pipeline in the event of the water level in the reservoir needing to be lowered quickly. The rest of the emergency discharge flows will be discharged into Riders Lane Stream.
- 3.19 The culverts (details of which have been amended to be submitted in outline) along the Riders Lane Stream, downstream of the new reservoir, will also be upgraded, so that flows from the reservoir can be safely accommodated. A new utilities kiosk (dimensions 7m x 5.3m x 3.2m high) will also be required adjacent to the emergency discharge chamber to house electrical utilities and valve actuators.
- 3.20 Above ground access and works will be located at each shaft point and around the land required for open cut construction. These areas will also facilitate construction activities including pipe and material storage. The land within Portsmouth Water’s Bedhampton Pumping Station will accommodate the main welfare area. Once the construction is complete this land will be reinstated in line with the Landscape Reinstatement Plans.

- 3.21 Adjacent to the Bedhampton Pumping Station, the pipeline crosses beneath the railway at a depth of approximately 6m. Further north along the route, the pipeline crosses beneath Hermitage Stream at a depth of approximately 3m (fill pipeline) and 5.5m (outlet pipeline) between Shafts three and four. Similarly, the pipeline crosses beneath Riders Lane Stream at multiple points along the route, at approximately 3m (fill pipeline) and 5m (outlet pipeline) deep. The tunnels are to be positioned side by side but in some places there are level differences between them.
- 3.22 At the reservoir site the proposed inlet pipe will run through the north west embankment and extend into the centre of the reservoir (along the ground), the outlet pipe will connect to a pipe running south from the control house (the section of outlet pipe between the control house and the new pipeline scheme is to be consented via the reservoir permissions and any subsequent amendments that maybe required.
- 3.23 As a result of the proposed works at Bedhampton Pumping Station permission is also sought for a permanent diversion of the public footpath (FP34) which currently runs through the operational site. To avoid dividing the site, and ensure unhindered access to PW assets for ongoing maintenance, the proposed diversion runs around the edge of the site. It will include a new footbridge over Lower Mill Pond and rejoin the footpath adjacent to the railway line. The overall aim is to provide a more attractive, inclusive and safer route for walkers compared to the existing path. Tree and vegetation loss has been minimised as far as practicable and tree protection measures will protect remaining trees during construction.

The New Pipeline Route - Summary

- 3.24 To aid the understanding and assessment of the proposals the route has been split into sections (0-9), these are described below along with the locations of the shafts and changes to the Bedhampton Pumping Station (Table 1:

Table 1 – Description of Works

Section & Location	Proposed Works
Pipeline Section 0 (P0 above ground/open cut) Bedhampton Pumping Station to Shaft 1	The pipeline starts from Bedhampton Pumping Station and runs east across the top of open grassland area within Portsmouth Water's land to Shaft 1. Shaft 1 is located adjacent the north east corner of the existing solar arrays, on the southern side of the railway line, opposite no's 5 and 6 Brunswick Gardens.
Changes at Bedhampton Pumping Station Site	Since the hybrid consent changes have been proposed at the Bedhampton Pumping Station to accommodate the new pipeline within Portsmouth Water's operational site at Bedhampton. The proposed changes include: • Outside Bedhampton 1 Building - A MCC (Motor Control Centre) kiosk, a new generator (to provide emergency power backup for the existing spring water pumps) and a fuel tank • Powdered Activated Carbon (PAC) dosing unit (inside a shipping container) and storage silo. This is equipment to dose powdered carbon into the pipeline with reservoir water to Farlington WTW for the removal of taste and odours. The

	silo will feed into the container. • Outside Bedhampton 2 Building - A valve slab (required to control the flows being pumped to, and received from, the reservoir), new transformer (to provide a new power supply for the new pumping station housed in Bedhampton 2), surge vessel and compressor kiosk (to provide surge protection to the pipelines). The valve slab has to be above ground to minimise excavation within the sensitive source protection zone around the Bedhampton springs. • Other minor, non-invasive changes in external appearances of the building (e.g., roller shutter door replace window, single door replaced with double door, extension to building roof); • Above ground pipework with surrounding fencing enclosure attached to the East and West of the Bedhampton 2 building; and • Permanent diversion of public footpath 34.
Pipeline Section 1 (P1 tunnelled) Shaft 1 to Havant Rugby Football Club (Shaft 1 to 2)	The pipeline route from Shaft 1 (Section 1) will be tunnelled and run north west, crossing below the railway line and Brunswick Gardens before running north below the Bedhampton Community Centre car park, then crossing under Bedhampton Road onto North Street. The pipeline then follows the alignment of North Street heading north under the grounds of Bidbury School landing up at the south west corner of Havant Rugby Football Club ground, where Shaft 2 is located, just to the north of Bidbury School.
Pipeline Section 2 (P2 open cut) Havant Rugby Football Club to Hook's Farm Way (Shaft 2 to 3)	From Shaft 2, the pipeline runs north around the edge of the playing fields, before turning east across the top of the playing fields up to Shaft 3 which is located adjacent the junction of Hook's Farm Way and Harestock Road, next to Hook's Lane.
Pipeline Section 3 (P3 tunnelled) Hook's Farm Way to Hermitage Stream (Hermit's Lea) public open space (Shaft 3 to 4)	From Shaft 3 the route now takes an easterly direction crossing the ends of Hook's Lane and Harestock Road to reach Hook's Farm Way. The route now follows Hook's Farm Way to its north east direction crossing Barncroft Way, before passing between no's 83 and 85 Barncroft Way, beneath the public right of way, to reach the public open space beside Hermitage Stream. The pipeline now continues under the public open space crossing Hermitage Stream to reach shaft 4, located adjacent the northern side of the stream where a number of footpaths converge.
Pipeline Section 4 (P4 tunnelled) Hermitage Stream (Hermit's Lea) public open space to Corhampton Crescent (Shaft 4 to Emergency Discharge Shaft):	From the Shaft 4 location the route now turns to north west, following the alignment of Hermitage Stream on its northern side. It continues on this alignment heading towards Corhampton Crescent where the Emergency Discharge shaft is located to the south of the corner of Corhampton Crescent and to the north of where Riders Lane Stream and Hermitage Stream converge. An above ground electrical utilities kiosk (7m x 5.3m x 3.2m high) and fencing is proposed at the emergency discharge chamber.
Pipeline Section 5 (P5 tunnelled) Corhampton Crescent to Purbrook Way (Emergency Discharge Shaft to Shaft 5).	From the Emergency Discharge shaft the pipeline route now changes direction to follow the alignment of Riders Lane Stream, heading north east where it meets the junction of Riders Lane and Purbrook Way. It crosses Purbrook Way in this location to reach Shaft 5, located to the north of Purbrook Way, behind no. 1 Ellisfield Road.
Pipeline Section 6 (P6 tunnelled) Purbrook Way to Dunsbury Way (Shaft 5 to 6)	From Shaft 5 the route generally follows the alignment of Riders Lane Stream, heading north below public open space in the corridor between Riders Lane and Ellisfield Road. The route passes to the east of St Francis Church before reaching Shaft 6, located on the west side of Dunsbury Way, near no.45.
Pipeline Section 7 (P7)	The pipeline corridor now turns to run east, still following

tunnelled) Dunsbury Way to High Lawn Way (Shaft 6 to 7):	Riders Lane Stream, running parallel to High Lawn Way to the rear of properties. Shaft 7 is located south of the stream and north of High Lawn Avenue in hard standing to the north of No. 81 High Lawn Way.
Pipeline Section 8 (P8) tunnelled) High Lawn Way to Middle Park Way (Shaft 7 to 8):	From Shaft 7 the pipeline changes direction and heads north east, following the Rider Lane Stream, then passes under the Great Copse and then Middle Park Way to reach Shaft 8. Shaft 8 is located in the south west corner of the High Lawn in Staunton Country Park adjacent the Riders Lawn stream.
Pipeline Section 9 (P9) open cut) Middle Park Way to Reservoir Site (Shaft 8):	From Shaft 8 the pipeline runs north west (open cut construction) along the western boundary of the High Lawn to the rear of properties along Winterslow Drive before reaching the reservoir site.
Pipeline Section 10 (P10) open cut / above ground) – Reservoir Site to centre of reservoir.	From the reservoir site (contractual boundary between Main Pipeline Contractor and Main Reservoir Contractor) the inlet pipe will be installed via open cut construction and pass through the north west corner of the embankment where it will then run above ground into the centre of the reservoir. Construction access will be provided via a haul route to the existing reservoir site compound. The outlet pipe will stop at the reservoir site and will eventually connect to a pipe running south from the Control House (this section to be consented under the reservoir permissions). An underground cross-connection chamber and above ground kiosk (10m x 5m x 3m high) with 4m wide vehicular accesses for maintenance (one for cross-connection infrastructure and one for flow metre chamber) is also proposed. These elements of the scheme are being submitted in outline as the detailed design has not been undertaken yet. The inlet and outlet pipes and associated infrastructure in Section P10 will be installed by the Main Reservoir Contractor.

Construction and Phasing

- 3.25 The reservoir (which has been commenced and RMA for phases 1 Northern Access Road, 2 -Wetland Retaining Structure and 3 Main Embankment approved) and pipeline will be constructed in phases. The pipeline will be broken down into sections to allow construction teams to operate at the same time.
- 3.26 Construction traffic from the Reservoir Site will be required to use the approved Phase 1 Northern Access Route (NAR) as the main access point via Junction 2 of the A3(M), with the southern access only being used for construction of the top third of the pipeline. Construction traffic for the lower two thirds of the pipeline will access the pipeline corridor directly from Junction 3 apart from Shaft 1 which will be accessed from Junction 5 (via Harts Farm Way and Brockhampton Road) as agreed with HCC Highways. Tractor and trailer traffic will access the pipeline corridor via the A3. Working areas will require fencing to secure the site and protect the public.
- 3.27 Land incorporated in the pipeline corridor for the temporary works of the pipe installation will be reinstated in line with the Landscape Reinstatement Plans on completion. The Outline Environmental Management Plan (OEMP) in Appendix A2.1 in the ES Volume 4 has been revised to reflect the new pipeline route and design and provides a revised Record of Environmental Actions and Commitments (REAC) and details all mitigation that will be implemented during construction for both the reservoir site and the pipeline (plus aspects for pre-construction and operation).

- 3.28 This has informed the detailed Construction Environmental Management Plan (CEMP) submitted alongside the planning application. Any planning approval will be subject to a detailed Construction Traffic Management Plan (CTMP) and construction environmental management measures to reduce disruption from construction activities.

Supporting Documents

- 3.29 The application submission is supported by the following drawings and documents:

Documents

- Planning Statement including Statement of Community Involvement
- Revised Environmental Statement May 2024 (Volumes 1 - 4) including Revised Non-Technical Summary.

The following construction-related documents are also submitted for approval as part of the planning application. Separate documents cover the reservoir site unless stated:

- Phasing Plan - HTR-WAB-PI-ZZ-PL-W-0006_P02 (covering whole scheme)
- Construction Method Statements - Main Pipeline HTR-WAB-PI-ZZ-MS-W-0001_P03 and Reservoir Site - HTR-FUW-RZ-RE-MS-W-0547_v1.
- Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) HTR-WAB-PI-ZZ-TN-W-0006_P03 (supersedes the original Main Pipeline Works CTMP dated 22/05/2024)
- Construction Workers Travel Plan (CWTP) (excluding reservoir site) Main Pipeline, Ref HTR-WAB-PI-ZZ-PL-W-0002 P06 (Updated as an Annex to Approved Travel Plan as requested by HCC)
- Construction Workers Travel Plan (CWTP) reservoir site HTR-FUW-ZZ-ZZ-PL-W-0549_v1
- Noise and Vibration Assessment and Management Plans (NVMP) Main pipeline: HTR-WAB-PI-ZZ-PL-W-0005_P04 and Reservoir site HTR-FUW-RZ-ZZ-PL-W-0551_v1
- Detailed Construction Environmental Management Plans (CEMP) Pipeline: HTR-WAB-PI-XX-HS-W-0006_P09 and Reservoir HTR-FUW-RZ-ZZ-PL-W-0551_v1
- Emergency Flood Plan (excluding reservoir site) HTR-WAB-PI-ZZ-PL-W-0004_P03
- Flood Risk and Drainage Plan (reservoir site) HTR-FUW-ZZ-ZZ-PL-W-0550
- Biosecurity Management Plan HTR-WAB-PI-XX-HS-W-0003_rev010
- Written Scheme of Investigation for Main Pipeline HTR-MLA-ZZ-ZZ-RP-W-0001 Rev 6
- Skills, Employment and Education Plan HTR-WAB-PI-ZZ-RP-Z-0001_S4-P05

Revised and Updated Documents

Since the submission of the planning application the following documents and reports have been updated to respond to 3rd party and technical consultee comments:

- Revised Written scheme of investigation for Archaeological Monitoring – Main Pipeline Works Issue 6 dated 15th October 2024.

- Noise & Vibration Management Plan dated 15th October 2024 (HTR-WAB-PI-ZZ-PL-W0005 S4-P04). Reservoir site HTR-FUW-RZ-RE-PL-W-0548_rev1
- Technical Note Route P2 (HTR-WAB-PI-P2-TN-W-0002_P2 Alignment S4. P03 - Hooks Farm Way Playing Fields)
- Updated Dormice Survey Report Dec 2024
- Updated Bat Survey Report Dec 2024
- Transport Assessment supplementary briefing note, January 2025 (additional document) –
- Appendix A9.18 Revised Pipeline Arboricultural Impact Assessment, February 2025 (supersedes the original Appendix A9.18 dated 24/05/2024)
- Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) Reference HTR-WAB-PI-ZZ-TN-W-0006_Highways Work Areas Summary (supersedes the original Main Pipeline Works CTMP dated 22/05/2024)
- Construction Workers Travel Plan - Main Pipeline HTR-WAB-PI-ZZPL-W-0002 Rev P06 (Update as Annex to Approved CWTP as requested by Highways)

Summary of Changes:

- The more intrusive P2 open cut works have been moved to the off season (which corresponds to the school summer holidays). The pipeline proposals in this area have been adapted to minimise impact on playing fields, to the extent that only the Pitch 4 training area is being temporarily reduced in size and part of a small informal training area (Dingley Dell).
- Noise levels and monitoring will be agreed prior to the works commencing. These levels will be set out in the project's noise and vibration monitoring plan, monitored, and adhered to during the works.
- Noise barriers (both fixed to the hoarding and mobile around the works) will be utilised during construction near St. Thomas Moore's School and Bidbury School, to eliminate the line-of-sight between noise source and schools where possible.
- Portsmouth Water's appointed contractor "Ward & Burke" will be employing best practice dust suppression techniques for the works and will periodically review and improve dust suppression techniques as required.
- It is not anticipated that the works will generate any damage to the school buildings or surrounding facilities due to the shallow nature of the open cut excavations. Notwithstanding this, a visual pre and post condition survey of any potentially affected buildings will be conducted to confirm this.
- An agreement has been reached with HBC to mark-up pitch 4 (not currently used for matches) as a 60m x 35m pitch prior to construction. This corresponds to the maximum size for U10 training and matches. Goal posts will also be provided (which are currently not installed) to allow training use by other age grades. Following all construction works Pitch 4 will be reinstated as an adult pitch.
- Support will be offered to the rugby club to cover justifiable proportionate associated expenses incurred as a result of the works (such as additional bookings of the AFG astro-turf pitch or evidenced lost earnings) during the period.
- A specialist sports turf contractor/agronomist will advise and produce a scheme of works for the reinstatement of the playing field areas affected.

Table 2 List of Application Drawings

Drawing	Title
HTR-ATK-ZZ-ZZ-GS-Z-0142 Rev: C03	Scheme Setting
HTR-ATK-ZZ-ZZ-GS-Z-0143 Rev: C03	Site Location Plan

HTR-ATK-ZZ-ZZ-GS-Z-186 Rev: C01	Redline Boundary
HTR-ATK-ZZ-ZZ-GS-Z-0201 Rev: C01	Existing Site Plans
Pipeline plans (P) and long sections (LS) - Sections P0 – P9	
HTR-WAB-PI-BD-DR-T-0001 Rev: P02	P0 BD DUAL PIPELINE PLAN AND LONGSECTION
HTR-WAB-PI-P1-DR-T-0001 Rev: P02	P1 DUAL PIPELINE P AND LS
HTR-WAB-PI-P2-DR-T-0001 Rev: P03	P2 DUAL PIPELINE P AND LS
HTR-WAB-PI-P3-DR-T-0001 Rev: P02	P3 DUAL PIPELINE P AND LS
HTR-WAB-PI-P4-DR-T-0001 Rev: P03	P4 DUAL PIPELINE P AND LS (Amends - Minor changes to tunnel alignments. Now side-by-side instead of staggered).
HTR-WAB-PI-P5-DR-T-0001 Rev: P03	P5 DUAL PIPELINE P AND LS (Minor changes to tunnel alignments. Now side-by-side instead of staggered. Boreholes added. Shaft W5 minor position change (moved further from Veteran Tree).
HTR-WAB-PI-P6-DR-T-0001 Rev: P02	P6 DUAL PIPELINE P AND LS (Minor changes to tunnel alignments. Now side-by-side instead of staggered. Boreholes added. Shaft W5 minor position change (moved further from Veteran Tree).
HTR-WAB-PI-P7-DR-T-0001 Rev: P03	P7 DUAL PIPELINE P AND LS (Minor changes to tunnel alignments. Now side-by-side instead of staggered).
HTR-WAB-PI-P8-DR-T-0001 Rev: P03	P8 DUAL PIPELINE P AND LS (Minor change to tunnel alignment)
HTR-WAB-PI-P9-DR-T-0003 Rev: P03	P9 DUAL PIPELINE P AND LS (Minor changes to P8 alignment)
HTR-WAB-PI-P1-DR-W-0003 Rev: P05	Section P1 Under Track Crossing Long section
HTR-WAB-PI-P1-DR-W-0005 Rev: P02	Section P1 Under Track Crossing Plan
HTR-FUW-CU-RE-DR-T-0013 Rev: P01	Reservoir - Inlet Pipe Key Plan
Reservoir section of pipeline - Section P10	
HTR-FUW-CU-RE-DR-T-0014 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 1
HTR-FUW-CU-RE-DR-T-0015 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 2
HTR-FUW-CU-RE-DR-T-0016 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 3
HTR-FUW-CU-RE-DR-T-0017 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 4
HTR-FUW-CU-RE-DR-T-0018 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 5
HTR-FUW-CU-RE-DR-T-0019 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 6
HTR-GHD-CU-RE-DR-S-0010 Rev: P05	Reservoir - Inlet Pipe Long section Sheet 01
HTR-GHD-CU-RE-DR-S-0011 Rev: P05	Reservoir - Inlet Pipe Long section Sheet 02
HTR-GHD-RZ-RE-DR-C-0004 Rev: P01	Reservoir - Inlet Pipe outfall structure & piping details
HTR-GHD-RZ-RE-DR-C-0005 Rev: P02	Reservoir - Air Valve, Washout Scour, Tranless Pipe Details
New buildings/structures at Bedhampton Pumping Station	
HTR-BRD-PS-BP-DR-M-1011 Rev: P06	Bedhampton MCC Kiosk and Generator Elevations
HTR-BRD-PS-B1-DR-M-1012 Rev: P04	Bedhampton PAC Dosing Area Elevations
HTR-BRD-PS-B2-DR-M-2014 Rev: P07	Bedhampton 2 Floor Plan
HTR-BRD-PS-BP-DR-M-2011 Rev: P08	Bedhampton 2 Existing and East Elevations
HTR-BRD-PS-BP-DR-M-2012 Rev: P08	Bedhampton 2 Elevations
HTR-BRD-PS-BP-DR-M-2013 Rev: P08	Bedhampton 2 Sections
HTR-BRD-PS-BP-DR-M-2015 Rev: P08	Bedhampton 2 Site Plan
HTR-GHD-PZ-B2-DR-T-0001 Rev: P02	Bedhampton - Twin Pipeline Valve Slab Sheet 1
HTR-GHD-PZ-B2-DR-T-0002 Rev: P02	Bedhampton - Twin Pipeline Valve Slab Sheet 2
Shaft Compound and Open Cut Layouts	
HTR-WAB-PI-W1-DR-T-0001 Rev: P12	BEDHAMPTON AND SHAFT W1 SITE COMPOUND LAYOUT (Minor changes to show new position of valve slab within PW's Bedhampton site. Small diameter run to waste pipe location changed to utilise existing drainage from site and avoid

	sensitive area).
HTR-WAB-PI-W1- DR-T-0002 Rev P05	SHAFT W1 ACCESS EASEMENT Linework updated to just show above ground pipework sections. Internal site road detail updated to match final detail.
HTR-WAB-PI-W2-DR-T-0001 Rev: P06	SHAFT W2 SITE COMPOUND LAYOUT (P2 Alignment changed as per Plan and Section drawing. Access detail to site changed in response to HCC Highways comments (Tarmac section added, gate moved further from road, Highways boundary added).
HTR-WAB-PI-W3-DR-T-0001 Rev: P06	SHAFT W3 SITE COMPOUND LAYOUT Access detail to site changed in response to HCC Highways comments (Tarmac section added, gate moved further from road, Highways boundary added).
HTR-WAB-PI-W4-DR-T-0001 Rev: P06	SHAFT W4 SITE COMPOUND LAYOUT Access detail to site changed in response to HCC Highways comments (Tarmac section added, gate moved further from road, entrance widened, Highways boundary added).
HTR-WAB-PI-W5-DR-T-0001 Rev: P05	SHAFT W5 SITE COMPOUND LAYOUT Shaft moved slightly to the west to facilitate updated tunnel alignment (side by side).
HTR-WAB-PI-W6-DR-T-0001 Rev: P06	SHAFT W6 SITE COMPOUND LAYOUT Highways boundary added at request of HCC Highways. Shaft moved ~ 1 m north. Still within original works area / piled retaining wall.
HTR-WAB-PI-W7-DR-T-0001 Rev: P07	SHAFT W7 SITE COMPOUND LAYOUT New access gate and turning area provided at the request of HCC Highways. New Highways trees added. Highways boundary added.
Drawing Number	Drawing Title
HTR-WAB-PI-W8-DR-T-0001 Rev: P06	SHAFT W8 SITE COMPOUND LAYOUT Entrance arrangement updated at the request of HCC Highways (gate moved further from road, Tarmac section added. Tunnel linework updated. Key plan updated.
HTR-WAB-PI-ED-DR-T-0001 Rev: P06	SITE COMPOUND LAYOUT EMERGENCY DISCHARGE SHAFT (Amends - PROW widened to 3m in temporary state; recently planted Highway Trees added; hatching added to improve clarity of the drawing)
HTR-WAB-PI-ED-DR-T-0003 Rev: P01	EMERGENCY DISCHARGE KIOSK ELEVATIONS
HTR-WAB-PI-ED-DR-T-0002 Rev: P05	EMERGENCY DISCHARGE PERMANENT SITE PLAN (Amends - Permanent PROW interface to access road modified to suit HCC Highways comments. Gate details & Bollard locations added at request of HCC Highways. Path surface detail added at request of HCC Highways. Hatching added to improve clarity of drawing)
HTR-WAB-PI-P9-DR-T-0002 Rev: P05	OPEN CUT SECTION P9 SITE PLAN (Updated W8 site entrance added. Minor changes to P8 Alignment)
HTR-WAB-PI-P2-DR-T-0002 Rev: P08	OPEN CUT SECTION P2 SITE PLAN
General Arrangement Plans and Typical Details	
HTR-WAB-PI-W1-DR-T-0003 Rev: P04	SHAFT W1 GENERAL ARRANGEMENT
HTR-WAB-PI-W2-DR-T-0002 Rev: P04	SHAFT W2 GENERAL ARRANGEMENT
HTR-WAB-PI-W3-DR-T-0002 Rev: P04	SHAFT W3 GENERAL ARRANGEMENT
HTR-WAB-PI-W4-DR-T-0002 Rev: P04	SHAFT W4 GENERAL ARRANGEMENT
HTR-WAB-PI-W5-DR-T-0002 Rev: P04	SHAFT W5 GENERAL ARRANGEMENT
HTR-WAB-PI-W6-DR-T-0002 Rev: P04	SHAFT W6 GENERAL ARRANGEMENT
HTR-WAB-PI-W7-DR-T-0002 Rev: P04	SHAFT W7 GENERAL ARRANGEMENT

HTR-WAB-PI-W8-DR-T-0002 Rev: P04	SHAFT W8 GENERAL ARRANGEMENT
HTR-WAB-PI-W8-DR-T-0002 Rev: P04	ED CHAMBER SHAFT AND VALVE CHAMBER GA
HTR-WAB-PI-P9-DR-T-0001 Rev: P05	STAUNTON COUNTRY PARK WASHOUT (Red line boundary added to drawing)
HTR-WAB-PI-ZZ-DR-T-0007 Rev: P01	TYPICAL WASHOUT TO STREAM DETAIL
HTR-WAB-PI-ZZ-DR-W-0006 Rev: P06	PIPELINE CROSS SECTION DETAILS Further detail added showing ducts and arrangement of pipework supports within tunnels.
HTR-WAB-ZZ-ZZ-DR-T-0004 Rev: P01	TYPICAL ROAD-SITE INTERFACE DETAILS
Culvert upgrades (Amended from Detail to Outline please refer to description of development)	
HTR-WAB-PI-W5-DR-T-0003 Rev: P04	PURBROOK WAY CULVERT UPGRADE Titles relabelled, Typical General Arrangement and Outline Site Layouts and Highways boundary added and Key plan updated.
HTR-WAB-PI-W5-DR-T-0004 Rev: P03	PURBROOK CULVERT SITE LAYOUT
HTR-WAB-PI-W6-DR-T-0003 Rev: P04	DUNSBURY WAY CULVERT UPGRADE Titles relabelled, Typical General Arrangement and Highways Boundary added at request of HCC Highways. Below ground Tunnel linework updated.
HTR-WAB-PI-W6-DR-T-0004 Rev: P05	DUNSBURY CULVERT SITE LAYOUT Titles relabelled, Typical Outline Site Layout and Highways boundary added. Visualisation of crane changed to excavator (as more likely to be used here).
HTR-WAB-PI-W8-DR-T-0003 Rev: P05	MIDDLE PARK WAY CULVERT UPGRADE Titles relabelled, Typical General Arrangement and Highways boundary added at the request of HCC. Key plan updated
HTR-WAB-PI-W8-DR-T-0004 Rev: P05	MIDDLE PARK CULVERT SITE LAYOUT Titles relabelled, Typical Outline Site Layout and Highways boundary added at the request of HCC. Key plan updated
Permanent Public Right of Way Diversion at Bedhampton	
HTR-WAB-PI-BD-DR-T-0002 Rev: P06	PUBLIC RIGHT OF WAY DIVERSION PLAN (Amends - PROW Widened to 3m including bridge as requested by HCC Highways Team. Minor Changes to Valve slab location within site. Minor changes to access road arrangement (no additional tree loss etc.).
Landscape Reinstatement Plans	
Landscape Reinstatement Plan Sheet 1	HTR-ATK-PL-XX-DR-L-0001 P06 Updated PROW alignment at the request of HCC highways & countryside. Revised valve slab location within Bedhampton Compound. Highways boundary added
Landscape Reinstatement Plan Sheet 2	HTR-ATK-PL-XX-DR-L-0002 P06 Highways boundary added
Landscape Reinstatement Plan Sheet 3	HTR-ATK-PL-XX-DR-L-0003 P07 Highways boundary added
Landscape Reinstatement Plan Sheet 4	HTR-ATK-PL-XX-DR-L-0004 P05 Highways boundary added
Landscape Reinstatement Plan Sheet 5	HTR-ATK-PL-XX-DR-L-0005 P07 Changes to reinstatement of PROW as requested by HCC Highways Team. Highways boundary added.
Landscape Reinstatement Plan Sheet 6	HTR-ATK-PL-XX-DR-L-0006 P05 Highways boundary added. Road surface reinstatement of Riders Lane added for clarity
Landscape Reinstatement Plan Sheet 7	HTR-ATK-PL-XX-DR-L-0007 P06 Highways boundary added. Road surface reinstatement added to Dunsbury way for clarity
Landscape Reinstatement Plan Sheet 8	HTR-ATK-PL-XX-DR-L-0008 P06 Reinstatement of enlarged turning area requested

	by HCC Highways. Highways boundary added
Landscape Reinstatement Plan Sheet 9	HTR-ATK-PL-XX-DR-L-0009 P06 Changed access to south side of Middle Park Way Culvert updated as requested by HCC Highways. Highways boundary added
Landscape Reinstatement Plan Sheet 10	HTR-ATK-PL-XX-DR-L-0010 P04 Minor Changes to key plan & Highways boundary added.
Landscape Reinstatement Plan Sheet 11	HTR-ATK-PL-XX-DR-L-0011 P04 Minor Changes to key plan & Highways boundary added.
Landscape Reinstatement Plan Sheet 12	HTR-ATK-PL-XX-DR-L-0012 P03

4 **Policy Considerations**

National Planning Policy Framework (December 2024)

National Planning for Water Resources Infrastructure (April 2023)

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Hampshire Minerals and Waste Plan 2013

Havant Borough Local Plan (Core Strategy) March 2011

CS 1	(Health and Wellbeing)
CS 5	(Tourism)
CS 6	(Regeneration of the Borough)
CS 8	(Community Safety)
CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS 13	(Green Infrastructure)
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

AL1	(Presumption in Favour of Sustainable Development)
AL 2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)
AL 6	(Havant Thicket Reservoir Pipeline)
AL 7	(Hermitage Stream)
DM20	(Heritage Assets)
CP26	(Water Resources/Water Quality)

Listed Building Grade: Not applicable.

Conservation Area: Sir George Staunton and Grade II* Registered Park and Garden (RPG) at Leigh Park (Staunton Country Park)

5 Statutory and Non-Statutory Consultations

The following Section sets out the consultees' most up to date responses to the application.

The Water Services Regulation Authority (OFWAT) – Support the reservoir and pipeline development and make the following (summarised comments):

- The schemes will deliver significant benefits to the local community.
- Risk to water supplies increasing and SW is suffering water stress due to prolonged dry periods.
- To ensure secure and reliable water supplies for the future, new infrastructure is essential.
- Havant Thicket Reservoir is a live construction site and any delays in securing the necessary approvals could result in significant additional costs to customers.
- The reservoir will strengthen resilience against water shortages, increasing likelihood due to climate change.
- Reservoir's key benefits is its role in protecting the UK's rare chalk streams, notably the River Test and the River Itchen.
- Provides significant ecological benefits to the Havant area, enhancing biodiversity through habitat creation, restoration, and long-term conservation efforts.
- The project is committed to achieving a net gain in biodiversity.
- The Reservoir, which is fully funded by Southern Water's customers, is set to become a valuable community asset in Havant. (This is because the water is for SW customers; the reservoir is required as a result of SW not being able to abstract from the chalk streams anymore).
- Project will generate jobs and training opportunities for local people, supporting Havant's local economy and equipping residents with valuable skills.
- Current approved plan for the Havant Thicket Reservoir does not involve the use of recycled water.
- Should HBC approve the dual pipeline connections to the proposed site for Southern Water's water project it does not, by default, mean you have inadvertently endorsed or approved Southern Water's project.
- The Southern Water's project will be undergoing its own separate approvals process via the Development Consent Order (DCO) process. The updated pipeline route has been planned so as to minimise disruption. The alternative is for Portsmouth Water to revert to the single pipeline route approved by Havant Borough Council in 2021, which would primarily use open-cut construction and will be far more disruptive to the local community.
- Most of the pipeline route will be constructed by direct tunnelling, significantly reducing the impact on local communities compared to open-cut techniques. This approach will also prevent the need for a second pipeline to be laid in the future by Southern Water if their separate project gains approval, sparing the local area from further disruption. This integrated approach is far more economical.

HBC Economic Development Officer (EDO) – Recommends inclusion of Employment Skills Plan to form part of the Section 106 planning agreement to accord with the Developers Contribution Guide (Employment and Skills paragraphs 5.46 to 5.48).

Officer Comments: *The comments from the EDO are noted and an obligation will be included within the S106 Agreement requiring the Applicant to comply with their submitted “Skills, Employment and Education Plan” (see paragraph 7.288).*

HBC Environmental Health Officer - Contamination: The majority of this application is in relation to below ground pipeline features which would not have an impact on surface water flood risk. There are various permanent above ground features and it is stated that Drainage Management Plans will be prepared for these detailing the drainage to be provided to ensure there is no increase in surface water runoff. As such, provided a suitable condition is included to ensure provision of this document for the relevant permanent features, we would have no objection to this application.

Officer Comments: *The comments are noted and conditions will require the submission of a Drainage Management Plan (Condition number 8).*

HBC Environmental Health Officer (EHO):

Overall The EHO requires mitigation and conditions to reduce the impacts on local residents for the duration of the construction works. The detailed assessment of amenity impacts arising from the completed development and its construction are set out in Section 7(vii) paragraphs 7.136 to 7.167 and 7.202. The EHO comments are referenced in the planning assessment where indicated. Other EHO comments in respect of impacts on risks to aquifers; piling, tunnelling are set out at paragraphs 7.209 to 7.211; contamination paragraphs; air quality and dust paragraph 7.142; impact from vibration paragraph 7.152.

HBC Tree Officer: In arboriculture terms tree removal is not ideal, however the Applicant has explored as many options that were reasonably possible and following this if the project goes ahead then we must work to the latest AIA, AMS and TPP. Raises no objections to the scope of tree removal and tree protection measures and recommends condition (see Condition number 10).

Officer Comments: *See paragraphs 7.18, 7.283 to 7.285 for arboricultural assessment and recommended Condition 10.*

Havant Rugby Football Club (HRFC)

Initial comments

Object on the following grounds:

Site Boundary - The plans still show the original red line boundary across the middle of the pitches and outside of the agreed work area shown in the drawings. This should be changed to align with the agreed route and as shown in the plans.

Artificial Grass Pitches (AGP) - Use of AGP will require a financial cost which should be borne by PW. Time shifts will be disruptive to members including children. The disruption to the club over a significant period could lead to a loss of members, which will impact on the viability of the club finances.

Use of Northern Pitch – To ensure its use during the playing season it has been agreed with PW that they would only install the Northern E-W run of pipe (and make good the ground) in the close season (May 1st – Aug 31st), to prevent any encroachment to within 5m of the pitch, which would render it unusable for matches. In season the fencing would be moved back to the Southern edge of the access road and if there were some discrete points at which the 5m clearance was unavoidable, then suitable mitigation would have to be agreed and put in place by PWC before any work was started. Formalisation of this agreement should be a condition of approval.

Timing of Construction Work - The work will still have a significant impact on HRFC for a number of years. This can only be managed if the timing of the work is as agreed and the area to be taken to do the work is minimised, as agreed and shown on the plans.

Landscape Reinstatement Plans - A condition should be included to ensure that the area is maintained to an appropriate standard for a period of 5 years post completion of the work. Current plans do not provide sufficient detail.

Traffic - there would not appear to be any proposal to use Fraser Road, but this is a key access road to the club, the nursery and the Bidbury schools. The majority of the people accessing this road are children and therefore more vulnerable. Given that it could potentially provide those working at shaft W2 with a more convenient route, this needs to be proscribed. Ensuring that the traffic management plan clearly states that this route should not be used is essential.

Future Use by SW Recycled Water – Should not result in any further disruption should it be approved in the future.

Summarised Comments on Amended Plans as follows:

Concerns remain over reinstatement of pitch 4 to a full size pitch; a pitch size of 60m x 35m is not a long term solution and will not meet the needs of the HRFC; club needs to use alternative full size pitches; the club needs the use of both the RFU AGP and 3 full size grass pitches, as well as some off pitch areas at busy times. If not additional AGP hours would need to be purchased and the seasonal booking priorities process can't guarantee us what we want in advance, creating uncertainty; HRFC appreciates that £20,000 of s106 funding will be now made available to cover the extra AGP costs incurred during the works as a mitigation measure, but if P4 is not returned to full size following the works those costs (and the uncertainty of obtaining the extra hours) will remain; the drawing should be made clear the 60mx35m is an interim measure.

Officer Comments: As the landowner HBC will return/reinstate the pitch and not Portsmouth Water. HBC will return the area to the standard it is now. The comments from HRFC are addressed at paragraphs at Section 7(x) paragraphs 7.218 to 7.225 and 7.262 to 7.263 of the report.

Ramblers Association: Make the following summarised comments:

Avoid long term closures of open space and diversions of paths. The phasing programme be reviewed to minimise the time that the various temporary diversions and closures are in place.

Diversion of footpath Havant 34 – must be completed before existing route is closed; design should remove sharp turns to enable gentle turns; fencing boxes in the route;

the west section does not require fencing; any works on large fields (HTR-WAB-P1-W1-DR-T-0001 I) should be reinstated once construction is complete and should be conditioned; benches should be placed along the route near the new bridge over the 'outlet channel' to allow walkers to enjoy the view south west over the pond.

Temporary Diversions Required during construction - Concerns over the length of time the closures will take place:

- Havant506b north from Stockheath Lane - If possible space should be found between works compound and stream to allow this route to remain open; The PRoW is shown correctly adjacent to the stream, but users tend to follow the tarmac path running parallel about 20m to the east. The true line of the PRoW is impassable. The PRoW was never properly diverted when the stream was 'tamed' and the open space created.
- Havant 506b - South of Corhampton Crescent - Riders Stream crossing - It should be possible to fit a temporary route alongside the site perimeter fence by trimming;
- Havant 505 - East of Dunsbury Way, and access from High Lawn Way to Havant 505 and the south west corner of Great Copse - This section of footpath and connection from High Lawn Way form an important route into Great Copse; it is hoped that the applicant will be able to alter the compound layout to provide sufficient space around its northern edge for the footpath from Dunsbury Way to remain in place, even if direct access from High Lawn Way is not possible. Thus allowing some access to Great Copse from the south west.

Officer Comments: *The length of the footpath closures will be considered as part of the S278 Highway Agreement and the comments from HCC and the Countryside Access Team are set out at paragraphs 7.108 to 7.110, where it is held that the number and length of footpath closures are acceptable.*

HBC Landscape Architect: Makes the following comments:

- All above ground pipe and infrastructure to be screened from public viewpoints by vegetation such as hedgerow and trees, to ensure that the visual impact of the proposals are mitigated.
- The proposed tree planting at Hooks Lane Open space should be located the boundary of the site to retain the open character. Furthermore this must be done in conjunction with HBC Property Team as this additional planting can complement HBCs proposals for defending the site from unauthorised vehicular access.
- Concerns with the siting of proposed trees within close proximity to existing footpaths, planting must either be off set to mitigate future root heave and/or utilising root barriers. Officer consider that these matters have been resolved and covered by condition (see condition 10 as recommended by Tree Officer). No objection to the revised landscape reinstatement works and the amendments to the scheme.

Officer Comments: *The comments are noted by Officer's and it is considered that post construction reinstatement landscaping works will be of high quality to ensure no harm to the character and appearance of the area and provide effective screening where required (noting that the pipeline is predominantly underground and shaft infrastructure is low level). To ensure that the reinstated landscape works are managed and maintained a condition is relevant (number 33).*

Hampshire County Council Public Health Team

No comments.

HBC Ecologist

The HBC Ecologist raises no objection to the proposed development and detailed comments, assessment and mitigation measures are set out in Section 7(iv) paragraphs 7.32 to 7.63 and conditions 21, 22 and 23.

Natural England

Based on the plans submitted (and as amended), Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes (this also applies to the amendments). Natural England's generic advice on other natural environment issues is set out at Annex A in respect of Ancient Woodland, Ancient and Veteran Trees; Use of Ancient Tree Inventory (ATI); Wood Pasture and Parkland Inventory; priority habitats and species; Sites of Special Scientific Interest Impact Risk Zones.

HBC Conservation and Heritage

Raise no objection - detailed comments are set out in Section 7(iii) paragraphs 7.22 to 7.31 of the report.

Community Infrastructure

There is an existing S106 dated 20/12/2023 for this site. The agreed S106 Planning obligations and HBC monitoring fees are set out in paragraphs 7.288.

HBC Building Control

No comments.

Local Lead Flood Authority (LLFA):

Make the following comments: The majority of this application is in relation to below ground pipeline features which would not have an impact on surface water flood risk. There are various permanent above ground features and it is stated that Drainage Management Plans will be prepared for these detailing the drainage to be provided to ensure there is no increase in surface water runoff. As such, provided a suitable condition is included to ensure provision of this document for the relevant permanent features, we would have no objection to this application. No comments on the additional/amended information.

Officer Comments: *See condition number 8 requiring submission of detailed drainage management plans.*

Hampshire County Council Highways (HCC):

Overall the HCC raises no objection (subject to the conditions and planning obligations recommended para 7.115 to 7.116) and their detailed comments and assessment is set out in the planning assessment of the committee report Section 7(v) paragraphs 7.64 to 7.116.

Countryside Access Team:

No objection (refer to planning assessment/comments at paragraph 7.108 to 7.110 and 7.262) subject to planning obligations and conditions set out in Section 7(v) paragraphs 7.115 to 7.115 (condition numbers 11, 12, 13 and 14).

Portsmouth Water (Water Management Team) (*PW is a statutory consultee in relation to impacts on water resources*)

Makes the following comments:

Water Environment - Agree with the information submitted (ES Chapter 15) and support the measures being proposed. The outcome of this document is to develop further information, particularly with the CEMP and Pollution Management and Mitigation Plan (PMMP).

Construction and Environmental Management Plan (CEMP) - The CEMP is a live dynamic document which will require further review and updates, according to changes in environmental risks as the project progresses. The CEMP is a live dynamic document which will require further review and updates, according to changes in environmental risks as the project progresses. Concerns with groundwater quality and protection of the Havant and Bedhampton Springs have been addressed in detail.

Pollution Management and Mitigation Plan (PMMP) - PMMP is very detailed, and the measures proposed provide satisfaction that risks to water quality and water resources will be mitigated.

Construction Methods - Support the methods of construction from a groundwater risk perspective and are satisfied with the details that have been provided within the Construction Method Statement.

Biodiversity - The Invasive Non-native Species (INNS) Biosecurity Strategy. The details are satisfactory, and we will be continually reviewing this during construction to make improvements where applicable. Where biodiversity is impacted, Biodiversity Net Gain will be employed.

South Downs National Park Authority (SDNP)

Although the application site is located outside of the National Park, the Council has a statutory duty to consider the purposes of the National Park when making its determination. The statutory purposes and duty of the National Park are: *1: To conserve and enhance the natural beauty, wildlife and cultural heritage of the area. Purpose 2: To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public. Duty: To seek to foster the social and economic wellbeing of the local communities within the National Park in pursuit of our purposes.* The SDNPA has no comments to make on these elements of the scheme.

Southern Water

Raise no objection as the easements to public foul and surface water sewers would be satisfactory to Southern Water.

Sport England

Raise no objection (refer to paragraphs for detailed comments and assessment 7.222 to 7.224) subject to conditions and S106 obligations set out in paragraphs 7.288.

Environment Agency (EA)

The EA following review of the initial application, the Technical Note and the amendment to the culverts from detailed to outline raise no objection subject to conditions 16 to 20 and informative(s).

National Highways

National Highways is concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A3(M). In view of this, we request that construction trips are, where practicable, minimised during the weekday peak periods to reduce their impact on the Strategic Road Network and its junctions. Careful consideration should also be given to the construction phasing of the development to ensure that it does not add to any construction impacts from other developments or schemes in the vicinity of this development.

Recommend that condition for a Construction Traffic Management Plan. To mitigate any adverse impact from the development on the A3(M) in accordance with DfT Circular 01/2022.

Officer Comments: *In line with the advice a CTMP condition is attached numbers 25 and 26.*

Hampshire Fire and Rescue Service

No objection subject to the informative(s) annexed in the report.

County Archaeologist

Initial Comments:

Concurs that there are archaeological implications to the proposal (Environmental Statement Volume 2 Chapter 8 para 8.118) and that some provision for archaeological mitigation is required. It is recommended that an archaeological condition be attached to any planning permission to secure that archaeological mitigation.

Follow up Comments (The Applicant revised the written scheme of investigation for archaeological monitoring following comments):

The WSI now addresses recording the ridge and furrow earthworks (likely to be a residual landscape element predating the parkland). The County Archaeologist is content to endorse the WSI as meeting the archaeological concerns raised and recommended Condition 7.

Historic England (HE)

The proposed development has the potential to affect archaeological remains of some heritage significance. HE concur with the County Archaeologist that the documentation provided and the methodology for archaeological mitigation is flawed and should be revised. We recommend the archaeological methodology should be revised and submitted to the County Archaeologist for approval, before the application is determined.

Officer Comments: *See County Archaeologist above who is now satisfied with the WSI.*

HCC Estates Team Leader (Schools, Children's Services and Adults' Health and Care)

Makes the following comments:

Impact on Assets - Raise concern of potential impacts to assets and required Portsmouth Water to undertake a detailed condition survey of each of its buildings and associated land potentially impacted by the proposed works. Surveys are to be agreed with the County Council prior to any works commencing. The Council expects full reinstatement of any damage caused and any associated costs arising therefrom to be borne by Portsmouth Water.

Impacts on Health - It is essential that measures are put in place that understand the vulnerability of children attending the impacted schools and that proper and suitable mitigation measures are appropriately implemented to minimise the impact of the works on the schools, its staff and children. The Council and the schools impacted require detailed consultation on the Health and Safety arrangements to be implemented, and further request that works most disruptive to the schools are undertaken during school holidays.

Traffic Impacts - To ensure that children do not encounter large construction vehicles it is essential that an appropriate traffic management plan is established which ensures children's safety, particularly at times when they are travelling to and from school. It is understood that access to the Works site and Havant Rugby Club playing fields site will be from the north via Hooks Farm Lane which is narrow and on a school access route. It is also worth highlighting that there are already considerable traffic issues on Fraser Road and additionally there is concern about increased traffic on High Lawn Way.

Officer Comments: *The comments are duly noted and the impacts on local Schools is a material consideration. In consultation with the HCC and EHO a number of conditions are sought to ensure that the construction impacts are minimised and takes into account the impact on nearby schools and the health and well-being of children. A suite of measures will prevent construction activity taking place during term times and limited to school holidays. The CEMP and CTMP will be the main mechanism to monitor and mitigate works (including air quality, dust, noise vibration and light) through the phases and in the work areas and in particular when they commence near schools. Condition 29 is specific to construction work near schools and the strategy of the site contractor in these locations and the requirement to engage pro-actively with residents and schools.*

Network Rail

The Applicant has already contacted Network Rail (NR) Asset Protection (ASPRO) team. NR request that the applicant continues to engage with NR ASPRO team. Additionally, NR request that the applicant / developer follows the attached Asset Protection informative (as appended), where applicable, which are issued to all proposals within close proximity to the railway.

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: 1053 and reconsultation total letters sent 1315.

Number of site notices: Yes (27 posted 09.07.2024).

Statutory advertisement: Yes (published 05.07.2024).

Number of representations received: 29 Objections 1 Support.

Summary of Objections:

Principle of Development

- The description of development should state that the pipeline will be used only to carry spring water or reservoir rainwater.
- The permission should only be granted for new pipelines to transfer spring water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer.
- If permission is granted condition should be applied that the only water to be transferred through this pipeline is the natural output from the Bedhampton Springs.
- The description is ambiguous in respect of the future use of the pipes by Southern Water this should be made clear.
- The two pipelines proposed in this application are not specifically needed by Portsmouth Water to fill and drawdown the reservoir concurrently as these two operations would not be expected to happen at the same time. If there was spare spring water available during a drought period it would always be pumped direct to the Farlington WTW for supply to customers during that drought, and not up to the reservoir, a fact which has been confirmed by Portsmouth Water.
- This development assumes that the recycling plan will go ahead despite further objections.
- The application does not include an alternative assessment the two pipelines are not essential for the Portsmouth Water reservoir scheme in isolation.

Officer Comments: *These comments have been addressed at paragraphs 7.2 to 7.12 and 7.239 to 7.240. The proposed development is for the transfer of spring water from Bedhampton and the Reservoir can only store raw untreated water under its extant/implemented planning permission.*

Southern Water (SW) Development Consent Order (DCO) & the Use of Treated Water

- Second pipe should not be used for waste water from Budds Farm and only for spring water.
- The use of treated water will have an environmental and health impact.
- There should be no impact on drinking water for residents.
- SW and PW cannot be trusted, the local community is being misled by water companies.
- The Reservoir project has been hijacked by SW.
- The two pipe option should not be considered until the DCO is approved/considered and should not convey support.

Officer Comment: *These comments are addressed at paragraphs 7.7 to 7.9 and 7.241 to 7.243.*

Visual Impact

- Overland pipe will be an eyesore and will result harmful visual impact.
- The section near Rugby Club should be tunnelled to reduce visual impact and prevent loss of function and use of playing fields.

Officer Comment: *The visual impact of the development has been considered at paragraphs 7.13 to 7.21 where it is concluded that there will be no significant visual harmful effects from the completed development and any harm arising during the construction works will be temporary and the landscape reinstated to a high quality.*

Impact on Reservoir Project

- The application includes for the provision of a new building structure & 2 new roads in the south west of the reservoir site, either within, or very close to the historic Conservation Area boundary. The new building is said to have dimensions of 10m x 5m x 3m and is set within a very open rural landscape. This element of the application is submitted in outline.
- The new building should be a high quality design and conditioned as such.
- The new building must be designed in such a way as to be in keeping with the rural and historic parkland setting, landscaping to screen the structure will be important.
- Will result in a loss of wetland by constriction of two new roads.
- The inlet pipe has not been fully considered e.g. – how it is sealed below reservoir embankment; drainage provision; visibility during drawdown; safety impacts.

Officer Comments: *The outline elements as set out in paragraph 3.12(i)) of the proposal will be the subject of future reserved matters applications (RMA) where the siting, scale, design and appearance will be considered, notwithstanding the acceptance of the parameters set out in the current application. The 3rd party comments in respect of the design are noted and any future assessment will include an analysis of the visual impact, architectural quality and heritage impacts. The RMAs when submitted will be required to provide supporting statements and assessments on such impacts and a narrative on the external appearance and architectural language which sets out its compatibility with the existing landscape character and heritage. The future RMA will be subject to public consultation and comments. The loss of wetland and ecological impacts will also need to be considered. The current application has assessed the impacts on Ecology in consultation with Natural England and the HBC Ecologist whose assessment is set out in Section 7 (iv) below.*

Ecology and Trees

- Will result in the loss of wetland habitat, which is being lost with each successive application e.g. the RMAs for Phases 2 (Wetland Retaining Structure) and 3 (Main Embankment).
- Concerned at the impact of the discharge on the Hermitage Stream and the impact that could have on users of the Hermitage Stream and the wildlife in the area.
- The application includes the construction of two new 4m wide permanent roads and infrastructure in the south west of the reservoir site, on habitat that was formerly wet grassland (including priority habitat), and which should have been restored to wet grassland or mitigated.
- The Tree Root Protective Matting shown around veteran trees at Shaft 2 is inadequate to withstand the indeterminate weight of six containers and other heavy tunnelling ancillary equipment; these tree roots must be protected by rigid steel plates.

- The Middle Park Way culvert expansion requires the removal of eight trees for site access and apparently just to clear some trees. No mitigation for this damage is given in the documents and no replanting arranged with at the site or nearby. There are plenty of places in the same location where trees can be planted to mitigate the damage. Additional planting can be made to ensure that wildlife have trees to live in and for the bat population to roam.
- The Bedhampton Layout Plan (Drg. HTR-WAB-W1-DR-T-001) shows a potential additional parking area on open space to the west of Meyrick Road. This is located on a reptile mitigation area for a previous nearby housing development, which was controlled by planning conditions, and to which reptiles were relocated.
- How will the off-site Compensation Package be secured to meet 10% BNG requirement that cannot be met on site for 30 years.

Officer Comments: *The objections and comments on the impact of the development on existing ecological habitats have been considered by the HBC Ecologist whose conclusions and assessment is set out in detail at Section 7(iv) of the planning assessment and also at paragraphs 7.61 to 7.63 and 7.244 to 7.247. The loss of trees is also addressed at paragraphs 7.283 to 7.285 and the Council's Arboricultural Officer is content with the justification for the loss of trees and that tree protection measures will be secured by condition (see number 10). The car park referred to on open space west of Meyrick Road has been removed from the application.*

Powdered Activated Carbon (PAC) Dosing Plant

- The PAC dosing plant was not mentioned in pre application engagement with residents and what was not part of the original application.
- Is the PAC sized for the SW DCO.
- Could have potential environmental impact on Hermitage Stream and Langstone Harbour SPA/SAC.
- The operational impacts of the PAC dosing plant, including noise impacts, should be more carefully considered in the current EIA.

Officer Comments: *The need for and the size of the PAC is material to the operational requirements of the development and forms part of this planning application. The impacts on the nearby Hermitage Stream and Langstone Harbour SPA/SAC have been considered and there is no overriding evidence that these features would be impacted upon negatively and no statutory or non-statutory consultee has raised any objection. The impact from noise arising from the operational and construction impacts have been considered by the Council's EHO and they consider that the plant will not materially impact the living conditions of the nearest residential properties. Further comments are set out in paragraph 7.250.*

Amenity (Residential and Schools)

- Construction will cause disruption.
- House prices will be affected.
- Overland pipes using potentially treated water will result in odours and smells.
- Residents already suffer odours from Budds Farm.
- The noise and vibrations of construction is a concern due to the close proximity of shaft construction to houses. There is no mention of compensation for the residents.
- The Haul Road alongside St Thomas More's Primary School appears to follow the line of the open cut pipelines, how will this work.

- The proximity of the HGV roadway taking spoil from Shaft 2 past St. Thomas More's Primary School for up to 20 months in duration.
- Representatives of the school have been told most of the work would be undertaken during school holidays which is unlikely; why close the adjacent PRow for circa 20 months if that was true.
- Bidbury Pre School has not been included in the ES assessment, which is located near Shaft 2 this school will be affected by construction work and work needs to be carried out during school holidays.
- Dust will impact the elderly more acutely and all ages groups with moderate and large scale impacts even after mitigation takes place.
- Will there be any compensation for residents and schools from the 2 year or longer construction period from the impacts.
- The residents health has not been properly considered.
- Whilst less residents are impacted as a result of the tunnelling the remaining residents will suffer greater impacts by noise and general disturbance for up to 2 years, as their homes are located immediately adjacent to tunnel shafts.
- This will be more acute at properties adjacent to the shaft locations at Dunsbury Way, Purbrook Way and High Lawn Way (these properties are listed in the ES Volume 2, Revised Chapter 12, Noise & Vibration (page 36).
- Hours of construction need to be fixed and no night work.

Officer Comments: *The detailed assessment of the impact on amenity is set out in Section 7(vii) and 7(xii) where the impacts (including schools) from the construction and completed development are considered in particular noise, disturbance (including vehicular), vibration, light and dust. It is acknowledged that significant noise effects are predicted at 69 receptors for the construction of the pipeline corridor. These temporary impacts will be minimised with mitigation which will include (but not limited to) temporary acoustic screens and acoustic shrouds. The applicants Noise and Vibration Management Plan provides further detail and has been assessed by the Council's EHO Team. There will be a planning condition which will ensure that the developer offers noise insulation or the reasonable cost thereof to owners, where applied for by owners or occupiers, if agreed noise levels are exceeded. The scheme shall include provisions for non-residential buildings where the occupants are likely to be particularly sensitive to noise (including educational establishments), subject to individual consideration by the developer upon application by the affected party. Conditions will ensure future control of working hours and duration to avoid impacts.*

Impact of Shaft 4 along Stockheath Lane

- There are inconsistencies in the supporting reports.
- There is a lack of clarity on parking for workers.
- Travel Plan is ineffective and does not relate to the CTMP.
- Lack of clarity of HGV routing to Shaft 4.
- The site access to Stockheath Lane is poorly sited and should be relocated to reduce impact to residents.
- No need or justification for removing 6 car parking spaces on Stockheath Lane.
- Works for a 2 year period will disturb residents in Stockheath Lane.
- Comments on Travel Plan – how many workers on site (TP states 65 per day and CTMP states 125 per day peak); difficult owing to the length of route for workers to use public transport; document will be difficult to get modal shift; private car will be the main mode of transport; there should be one site for all workers and then use park and ride scheme; minibus shuttle in not mentioned in TP.

- Impact on Stockheath Lane; unacceptable access will inconvenience local residents for 2 year period; HGV trips are underestimated; total trips will be significant (80 days of these the two way flow on the access road will exceed 42 HGV (plus other unspecified vehicles); no mitigation is offered or proposed for the impact;
- Lorry routing is not logical and relies on quiet residential roads – (vehicle tracking shows lorries approaching from Barncroft Way (New Road via Barncroft Way seems a sensible route) yet departing via Stockheath Lane and then Stockheath Road, Blendworth Crescent or Riders Lane all of which would take HGVs unnecessarily through residential areas). There is a lack of tracking and missing on the drawings.
- Object to Access near 22-26 Stockheath Lane and haul route - environmental impact (noise, vibration; disturbance and dust) from HGVs; headlight glare; loss of parking spaces to facilitate lorries; impact on local residents for dropping off at Trosnant Schools, allotment holders and residents and their visitors (including health care workers; many residents are elderly); parking survey underestimates the use of parking spaces and not to be relied on for accurate picture;
- The Stockheath Lane access should be moved - moved further south to be opposite the fence to the garden to 20 Stockheath Lane (not opposite the building itself) and the HGV routing is confirmed as inbound and outbound via Barncroft Way/New Road. This will not impact schools as the works will take place outside school term.
- CTMP Contractor Parking – no firm commitment to prevent parking on local roads; CTMP uses phrase “where practicable”; no dedicated parking for workers this will lead to indiscriminate parking on local road leading to safety issues; this should be addressed and not left to conditions as will impact other shaft locations;
- No indication on working hours – CTMP does not indicate what these hours are.
- The planning committee members should visit the site and observe conditions along Stockheath Lane.

Officer Comments: *The assessment of the impact on the amenity and in particular the residents along Stockheath Lane is set out in paragraphs 7.94 and 7.264 to 7.274 of the report. The HCC has considered the impacts of the construction traffic, road closures and layout of compounds on local residents including Stockheath Lane and their assessment is set out in paragraph 7.94.*

Construction Method and Other Technical Issues

- Open cut areas will be intrusive the whole length of the pipe route should be micro-tunnelled.
- Open cut method will impact St Thomas More's primary school.
- The noise, the construction traffic, the dust - all adjacent to the children's classrooms will cause disruption and affect the school's day to day running.
- A far less intrusive option for Leigh Park would be to employ drives from Shaft 8 (Staunton Country Park) only, all the way to the Bedhampton works; spoil from the tunnels would be transported over a short section of Middle Park Way to the Petersfield Road dual carriageway and away.
- Tunnelling the northern section through the historic parkland at Staunton Country Park, to reduce the impact on the designated historic park and gardens.
- Washouts along the shafts however washout infrastructure is not shown on the dual pipeline layout plans above the long-sections. The detail for the location of all the washout infrastructure should be shown on these drawings.
- No information on how is the washout operated and is it an overland flow across the SINC grassland.

- Washouts on a pipeline is to enable flushing of the pipeline to address sediment build up in the mains.
- LPA does not have enough information to assess washouts frequency; volume of water to be discharged and environmental impacts.
- Air Valves at shaft locations – have the potential for odour and noise near residential properties (Purbrook Way, Dunsbury Way and High Lawn Way).
- Future Maintenance - If most of the shafts are to be backfilled how will future access be achieved for maintenance of the tunnel / pipeline.

Officer Comments: *These matters are addressed at paragraphs 7.248 to 7.253.*

Highways, Access and Public Right of Way (PROW)

- Construction will lead to disruption and delays along local roads.
- The diversion of footpath H34 - the phasing plan should be reviewed to minimise the duration of the impact on local footpaths and open space during the very long construction period for the pipelines.
- Any loss of footpaths should be compensated or alternatives made.
- To avoid workers using car there should be a park and ride scheme and more emphasis on cycling.
- Road closures (Middle Park Way; Residential loop off High Lawn Way (closed off at one end only); Riders Lane; Purbrook Way; Dunsbury Way) and temporary parking suspensions (Middle Park Way; High Lawn Way; Hooks Farm Way; Stockheath Lane; Meyrick Road will cause disruption and are significant.
- The LPA need to assess impact of road closures and traffic flows on the local community.
- Noting that there is a cumulative impact on the length of lane/ road closures from shaft construction and stream culvert works at both Dunsbury Way and Purbrook Way, extending the period of the construction works and lane/ road closure in these areas.
- Phasing plan should be reviewed to minimise impact on public footpaths and access to open space. There should be compensation for these closures e.g. all-weather connected paths along stream corridor.
- Mitigation during the works for the loss of paths and open space should also be provided by the developer to the local community to improve the communities access to alternative areas of open space during the long period of the works.

Officer Response: *The highways impacts of the development completed and during construction has been assessed by HCC as Highways Authority and their assessment is set out in Section 7(v). Overall the conclusion is set out in paragraphs 7.112 to 7.113 where it is held that the development once completed will not cause significant harm to the highway network. The disruption caused by the construction work for a development of this scale will affect the highway network with anticipated road closures and PROW diversions/closures. However, with the mitigation measures set out in paragraphs 7.115 to 7.116 the disruption can be minimised. Responses to the 3rd party objections are also addressed at paragraphs 7.255 to 7.261.*

Sports and Recreation

- Loss of pitches at Havant Rugby Club (up to 2 years) will have local impact to sports and health wellbeing of local community.

Officer Comments: *The impact on sports pitches and the use by Havant Rugby Football Club (HRFC) is addressed at paragraphs 7.218 to 7.225 and 2.262 to 7.263.*

Objection from Governors and Headteacher of St Thomas More's Catholic School, Bedhampton

- The open cut method of construction near the school will cause environmental impacts and affect the health and well-being of school children.
- Tunnelling should be used in this location as elsewhere along the route eg Bidbuy School.
- Open cut option is a cost saving exercise.
- PW has a duty to consider and use Best Practicable Means (BPM) for this construction. BPM requires the use of micro tunnelling construction immediately adjacent to a primary and nursery school.
- The location of haul road will cause noise and disturbance.
- There will be disruption from dust and will impact the outside open and play areas.
- Dust suppression techniques from the use of vehicles will add further dust.
- Children's learning due to noise and potentially to their health should the method of dust suppression prove less than completely effective.
- PW are not willing to engage with the school and consider the use of micro tunnelling.
- The application should be refused unless micro tunnelling is used near the school.
- Should permission be granted the following conditions should be used to minimise impacts on the school:
 - 1) That the construction of the pipeline adjacent to the school is carried out only during the school summer holidays.
 - 2) That the proposed noise attenuation methods submitted with the application are implemented in full.
 - 3) That fully effective dust suppression techniques are deployed.
 - 4) That in either method of construction pre-start and post construction surveys are conducted, at Portsmouth Water's expense, of the schools buildings adjacent to the school's eastern boundary to monitor for any damage caused as a result of the construction methods used.
 - 5) Noise construction limits are set by the Council's Head of Environmental Health and that Officers intervene should these noise limits be exceeded during the construction adjacent to the school.
 - 6) That Portsmouth Water be required to implement effective Construction Traffic Management arrangements in the interests of pedestrian and vehicle safety near the school.

Further Objection Comments following amendments:

- It was acknowledged that the dual pipeline has moved a short distance further away from the eastern boundary of the school, particularly adjacent to the Nursery/Pre-School building and play area, the Governors do not believe that this minor change presents a significant improvement to the likely noise and dust impact on the school. Therefore objection maintained.
- Should the LPA be minded to approve the application, then as a minimum, the conditions previously requested by the school should be attached to any permission.
- The School Governors consider that it is absolutely essential that the construction of the dual pipeline adjacent to the school is carried out during the school holidays and that work outside these periods is specially prohibited by the LPA.

Officer Comments: The response to these objections are set out in paragraphs 7.276 to 7.277. In response to the Schools comments/requests conditions have been set out (number 29) to ensure that open cut construction work is restricted during school terms and only allowed during school holidays. Other conditions (criterion (i) to (vi) of condition 30) will reduce/mitigate the environmental impacts in respect of light, dust and air quality during the construction period. The proposed development is for the transfer of spring water from Bedhampton and the Reservoir can only store raw untreated water under its extant/implemented planning permission.

Havant Climate Alliance and Havant Friends of the Earth

Object to the following aspects of the development:

Principle

- Two pipe proposal should not be an agreement to pump recycled water into the Havant Thicket Reservoir. The pipeline should only be used for water pumped from Bedhampton Springs to the Reservoir.

Officer Comments: The principle of development has been considered at paragraphs 7.2 to 7.12 and 7.239 to 7.240. The proposed development is for the transfer of spring water from Bedhampton and the Reservoir can only store raw untreated water under its extant/implemented planning permission.

Construction

- The whole route should be tunnelled.
- Trenching should not be used at the Havant Rugby Club as it will lead to loss of recreational space; cause disruption to local schools.
- Trenching north of Middle Park Way will cause a break in habitat important for hazel dormouse and other wildlife, despite proposals in place to restore the habitat.

Officer Comments: These comments are addressed at paragraphs 7.278 to 7.280. A large part of the scheme is now tunnelled compared to the extant permission which is an overall positive benefit and minimises environmental impacts. The loss of an area of the playing fields will be temporary and compensated in accordance with the advice of Sport England to allow HRFC to use alternative facilities. The Council's Ecologist has considered the impacts of the pipeline route and concluded that no significant harm would arise (see Section 7(iv) paragraphs 7.61 to 7.63).

Amenity Impacts

- Work on Shaft 2 close to Bidbury School, and Shaft 4 affecting access routes to Trosnant Schools, should only take place during school holidays to avoid disturbance.
- There will disruption and disturbance to residents in Leigh Park and Bedhampton, in particular from noise and where noise levels exceed thresholds for extended periods, despite noise barriers, it may be relevant to offer noise insulation or temporary housing to affected residents. As efforts will be made to limit working to daytime hours, those at home all day or night-workers needing to sleep in the day, will be particularly affected.
- Revised Chapter 18 of the ES with regard to the effects of construction dust combined with traffic emissions (NO₂, PM₁₀ and PM_{2.5}) finds a "slight adverse

effect” on all human receptors and a “moderate to large adverse effect” on elderly and disabled people.

- Noise, Vibration and Dust/Air Pollution will have a serious impact on nearby residents, in some cases for up to 2 years. Residents need to be informed so that they can make plans to be rehoused. This needs to be planned for and managed by HBC and PW.
- Vibration surveys will need to be taken to assess any houses affected and avoid any damage. Portsmouth Water should pay for an independent surveyor to carry out before and after surveys on all properties close to pipeline works.

Officer Comments: *The impacts of the construction and the completed development on neighbouring residential occupiers, schools and leisure sports and clubs have been considered at section 7(vii) of the report and 7(xi). This assessment has been carried out in consultation with statutory and non-statutory consultees and in particular the Council’s EHO Pollution Team and HCC. The construction impacts have been acknowledged and suitable mitigation (conditions and S106 obligations) secured, these impacts will be short term and not permanent once the development is completed.*

Highway

- Road closures and re-routing will cause disruption and disturbance to local roads.
- The Travel Plan is unrealistic and most workers will use private cars.
- To compensate for this disruption of their lives, PW need to fund a major scheme or schemes to benefit the community of Leigh Park. E.g. upgrading footpaths, upgrading play parks and/or establishing new ones, or even funding the annual Leigh Park Firework Display.

Officer Comments: *The highway impacts of the proposal including the road closures, travel plans, footpath closures have been considered in the highway Section 7(v) of the report in consultation with the HCC as the Highways Authority. Overall it has been concluded that the completed development will not have a significant or permanent highway safety impact. The construction impacts will be temporary and it is acknowledged there will be disruption which will be mitigated as set out in paragraph 7.115 to 7.116, of the committee report and conditions recommended.*

Ecology

- The Pipeline Ecological Management and Monitoring Plan states that additional off-site compensatory areas will be needed to provide a 10% net gain in biodiversity for the pipeline route.
- Progressive loss of priority habitat Wet Grassland as this application removes more wet grassland due to plans to create 2 x 4m wide permanent roads and infrastructure south-west of the reservoir. This loss also needs to be compensated for elsewhere.
- Loss of Reptile Mitigation area. Drawing HTR-WAB-W1-DR-T-001, shows a potential additional parking area on open space west of Meyrick Road. However this land is already designated as a reptile mitigation area for a previous nearby development.

Officer Comments: *The Council’s Ecologist has considered the ecological impacts and the conclusions are set out in Section 7(iv) this includes assessment of BNG and relevant conditions annexed in respect of, inter alia, BNG. The car*

park referred to has been removed from the application. Please also refer to paragraphs 7.244 to 7.247.

Source Protection Zones

- Construction could risk pollution to aquifers (affecting drinking water) close to the path of the pipeline during construction. Much of the pipeline route lies within Source Protection Zones SPZ1C and SPZ1. Pollution Control Plans and Emergency Response Plans need to be detailed and robust to prevent contamination of the aquifer. Monitoring needs to be in place. Sources of concern include the storage of Bentonite Lubricant, and spillage of Hydrocarbons and Oils.
Officer Comments: *Addressed at paragraphs 7.281 to 7.282 of the report.*

Trees

- Tree loss (63 low value trees and 3729m² of tree groups) needs to be compensated with planting elsewhere as they currently provide habitat and sequester carbon.
Officer Comments: *Addressed at paragraphs 7.283 and 7.285, the Council's Tree Officer has raised no objection (subject to the conditions set out in the report (see number 10). Officer's consider that the need for tree removal must be balanced against the overriding need for the proposal and benefits it delivers in respect of water delivery at a regional level.*

PAC

- The PAC (Powdered Activated Carbon) dosing facility at Bedhampton Springs has been added since the original pipeline application. It is to treat water before pumping to Farlington Water Treatment Works. Why has this been introduced at Bedhampton and not Farlington? How will risks from PAC entering the environment be contained.
Officer Comment: *This comment is addressed at paragraph 7.250.*

Responses to Amended Drawings and Reports

The following additional comments received from 3rd parties following publicity given to amendments to the proposals does not include any representations already made and referred to and responded above.

General Comments

- Officer time should be costed to deal with repeated applications.
- Objections were made to the original routing as they were disruptive which were only acceptable owing to the delivery of new reservoir.
- Note that the application description still refers to "new pipelines to transfer water from Bedhampton Springs to the fill the reservoir". Because Councillors did not support effluent recycling when the original reservoir application was consented the approval made it clear that it was to be filled by raw water (i.e. spring water), it is important that for the pipeline it is also clear that any approval granted is for raw spring water only.

Officer Comments: *The principle and need for the development are considered at paragraphs 7.2 to 7.12. The proposed development is for the transfer of spring*

water from Bedhampton and the Reservoir can only store raw untreated water under its extant/implemented planning permission.

Additional comments on SW DCO

- Economic reasons for dual pipeline are not accepted.

Officer Comments: *The principle and need for the development have been considered at paragraphs 7.2 to 7.12. The proposed development is for the transfer of spring water from Bedhampton and the Reservoir can only store raw untreated water under its extant/implemented planning permission.*

Construction Methods and Shafts

- 8 Access Shafts will be disruptive to residents with road and access closures.
- There will be impact on Bus Routes (esp. Dunsbury Way) which will affect passengers for a long period.
- Need to consult with Bus Company.
- Need to reduce number of access shafts to reduce disruption.
- Applicant should provide evidence on the need, location and position for so many shafts (in particular W2 and W3) in close proximity to schools and houses.
- Open cut methods should not be used at sports pitches and school.

Officer Comments: *The location of shafts and construction methods are considered acceptable subject to the mitigation referenced in the planning assessment and the conditions annexed.*

Trees

- There are numerous references to drawing (HTR-WAB-PI-W2-DR-W-0002) Shaft W2 Compound but it doesn't appear on the list of application documents. Drawing HTR-WAB-PI-W2-DR-W-0001 does show Shaft W2 Compound; the applicant must justify why it is necessary to punch the shaft through the root system of a veteran English Oak tree and to position containers within the root protection area of that and another English Oak.
- **Officer Comments:** *The tree protection measures are set out in the Appendix A9.18 Revised Pipeline Arboricultural Impact Assessment, February 2025 (supersedes the original Appendix A9.18 dated 24/05/2024), which are considered acceptable by the Council's Arboricultural Officer and conditioned as such.*

Ecology

- Badger survey needs to be provided in accordance with HBC Ecologists advice.
- Bat Surveys need to be carried out and approved by the Council's Ecologist this application cannot be safely approved.

Officer Comments: *Comments covered by condition 9. The Council's Ecologist is satisfied the appropriate surveys have been carried out and condition 9 would allow the ECOW to monitor work and advise if any further updated surveys would be required.*

Additional comments on behalf of Havant Climate Alliance and Havant Friends of the Earth

- *Environmental Mitigation and Biodiversity Net Gain* - It is accepted that most mitigation and creation of a 10% net gain will need to take place off site. We agree with the proposal to use the Pig Shed Trust rewilding scheme at South Holt Farm. This will mainly be in the form of grassland and broadleaved woodland creation.

Officer Comment: *Noted and refer to condition 21.*

- *Ecology* - There is evidence of badger setts near the route, although no badger survey has been submitted. This needs to be done. Although Bat Surveys have been carried out around Bedhampton Springs and around the Reservoir site, none have been carried out along the rest of the pipeline route. This also needs to be carried out.

Officer Comments: *Addressed by conditions 9 (ECOW) and 22 (LEMP). The Council's Ecologist is satisfied the appropriate surveys have been carried out and the condition 9 would allow the ECOW to monitor work and advise if any further updated surveys would be required.*

- *Trenching around Havant Rugby Club* - Although we would have preferred horizontal drilling to open cut trenches here, the re-routing of the trench to the edges, so as not to cut through the rugby pitches, is preferred. Being close to schools, we agree it is important that work here only takes place in school holidays and outside the Rugby season, as proposed. There is concern about whether veteran trees near to the trench, will be adequately protected from construction activities and traffic.

Officer Comments: *Impact on schools addressed by conditions 29 and 10.*

- *Number of Shafts* - Can the number of Shafts in Leigh Park be reduced to reduce disruption for residents.

Officer Comments: *Comment noted however the number of shafts are considered optimal taking account of the length of the pipeline route.*

- *Travel Plans for Construction Workers* - There are ambitious plans for workers to use sustainable forms of transport, to prevent extra traffic and parking congestion in Leigh Park. However it remains most likely that the majority of workers will want to arrive by private car. Therefore the proposal for them to park at the Reservoir site and be taken by shuttlebus to their work sites at the beginning and ends of shifts, is good one. Perhaps it should be included in workers' contracts that they must not park in Leigh Park. With reference to the proposal for a shuttlebus to run from near Bedhampton station, we suggest that Havant station would be a better pick up point. All trains stop there, whereas only a few stop at Bedhampton.

Officer Comments: *Comments noted and the Applicants Travel Plan has been reviewed by the HCC and considered acceptable (see paragraphs 7.111) and the wider Reservoir framework CTMP and CTMP are to be conditioned.*

- *Construction Traffic* - We agree that this should be well controlled to reduce inconvenience to residents in Leigh Park. It is particularly important that they should avoid peak commuting times to and from schools and work.

Officer Comments: *Commented noted and CTMPs have been conditioned (number 25 and 26) per phase and works near schools covered by condition 29.*

- **Road Closures in Leigh Park** - Apart from having to put up with a lot of construction traffic going through the area, road closures will cause tremendous inconvenience for residents, especially when closures of 18 months to 2 years are proposed. Closures should be kept to the absolute minimum. Where footways have to be closed, safe alternative routes must be found for pedestrians. Hampshire Highways have highlighted that this will impact around 800 bus users who daily catch buses at Park Parade. The contractors need to negotiate with local bus companies over alternative locations for bus stops which will minimise extra walking distance.

Officer Comments: *The impacts on road closures and their length has been considered by HCC, and whilst it is accepted that there will be disruption this is considered capable of being kept to a minimum and subject to review as part of the CTMPs conditions 25 and 26.*

Additional Comments/Objections (summarised) in respect of 1 Stockheath Lane and Shaft 4

- The reports are deficient and residents do not understand the complexity of the application and the significance of the disruption that will be caused as a result of the long term works.
- Construction Workers Travel Plan – lack of consistency on assumptions on parking demand; does the Applicant have its own Travel Plan; the assumptions on walking and cycling are unrealistic; most workers will use car and not public transport; no meaningful shift will occur to non-car modes by workers.
- CTMP – parking surveys do not reflect local conditions and on site validation; the removal of spaces along Stockheath Lane will not help construction traffic; swept path analysis is inconsistent; the developer does not know or understand disabled parking or how many spaces need to be relocated; footpath closures will result in unsafe diversions for residents; no risk or highway safety audit has taken place; why is the footpath closure necessary; alternative routes are not suitable or usable; the proposed route of the access road shows little consideration for residents of Stockheath Lane or the proximity of the Trosnant schools; alternative routes (as suggested) would be less impactful on play space; removal of parking; improving pedestrian safety and provides better conditions for construction traffic movements;
- Conclusions – Maintain objection as there remain a number of unresolved issues arising from these latest reports as I have set out above. Residents and the schools will be living with this project for the best part of three years and I do not think it is unreasonable that every effort be made to minimise the impacts of the construction traffic and the works on them

Officer Comments: *The additional comments set out above have been considered by HCC and the Applicant and the response to these comments are set out in paragraphs 7.264 to 7.274.*

Councillor Philippa Gray

- Accept the need for Havant Thicket Reservoir and the pipelines to link it to Bedhampton Springs and supply water to the wider area. Not convinced by the case for processing sewage into drinking water.
- Support this application because the residents of Bedhampton and Leigh Park should not have to suffer the disruption caused by pipeline installation twice.
- I do not believe that refusing permission for a dual pipeline will influence the decision about sewage recycling.
- There are many other detailed objections to the application which include carefully thought-out suggestions to mitigate the worst effects of the construction. These should be implemented as far as possible. I am especially concerned about the effect on Bidbury Mead school, the disruption to the bus service to Park Parade, and the challenges to our already overloaded roads.
- I support the dual pipeline purely as a future-proofing exercise. I retain my strong opposition to recycled effluent due to environmental, cost, and carbon concerns.
- Full tunnelling is preferable to avoid disruption to recreation areas, schools, and habitats.
- Work to construct a shaft near Bidbury Mead school should be restricted to school holidays to minimize impact.
- Residents who will be subjected to significant noise should be offered noise insulation or temporary rehousing.
- Air Pollution and Dust are a significant risk and mitigation measures are needed.
- Portsmouth Water should take the initiative and engage directly with residents who are affected by the pipeline. Anyone who has a problem should be able to raise it quickly and have it dealt with effectively.
- Pre- and post-construction structural assessments should be independently funded.
- Traffic disruption is inevitable. Portsmouth Water should fund local projects, especially in Leigh Park to offset this.
- Mitigation of Tree and Habitat loss needs clarifying and to be more ambitious.
- While the pipeline is necessary and the dual pipeline is the least worst option, Portsmouth Water must address these concerns to minimize environmental and community disruption.

Councillor Phil Munday

- Supports the application and is aware that part of the reason for the pipeline is to provide dual pipelines and that these could be used if the proposal to fill Havant Thicket Reservoir with recycled water from the sewage works is approved. Although I remain opposed to the recycled sewage proposal, it would be unfair on local residents in Bedhampton and Leigh Park for them to face disruption in order to install two separate pipelines at different times, causing significant disruption.

7 Planning Considerations

- 7.1 Having regard to the relevant policies of the development plan and all other material considerations it is considered that the main issues arising from this application are:

- (i) Principle of development, including need and proposed location
- (ii) Impact upon character and appearance
- (iii) Impact on heritage assets and archaeology
- (iv) Impact of the development on ecology
- (v) Impact of the development on the local and strategic highway network
- (vi) Impact on flood risk, hydrology and hydro-geology
- (vii) Impact on residential amenity (noise and vibration, air quality)
- (viii) Impact on climate change and sustainable design
- (ix) Other environmental impacts, geology, soils, contamination.
- (x) Impact on playing fields and open space
- (xi) Equalities Impact Assessment
- (xii) Response to third party objections
- (xiii) Planning Obligations and legal agreement
- (xiv) Conditions

(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 (2024) is the “presumption in favour of sustainable development”, which is also encapsulated in HBC Policy AL1. 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 the NPPF taken as a whole.
- 7.3 This planning application follows the approval for the extant Pipeline Scheme, APP/20/00991 (dated 15th October 2021), which is safeguarded in the adopted Havant Borough Local Plan (Core Strategy) 2011 under Policy CS18. This demonstrates that the proposal is considered acceptable in principle. Policy AL6 of the adopted Havant Borough Local Plan (Allocations) 2014 supports the inclusion of a new pipeline in association with the reservoir scheme albeit this revised route includes a deviation from the safeguarded route as result of tunnelling avoiding disruption, and states that “*development proposals will not be permitted in the pipeline route buffer zone, where it could prevent the future delivery of the pipeline*”. It is therefore considered that this revised pipeline scheme is safeguarded in the development plan through adopted Policies AL6, CS18 and CS19. The overarching strategy of the development plan policy is to secure the delivery of the pipeline.
- 7.4 The principle of the pipeline has already been established through the extant planning permission and is material planning consideration in the determination of this application. The overriding public need for the Havant Thicket Reservoir scheme and the lack of suitable alternative sites or design solutions was accepted through the planning approvals for the reservoir and pipeline in October 2021 and therefore do not need to be revisited in the assessment of this planning application and there are considered to be no new material planning policy considerations which would warrant a contrary position.
- 7.5 The Applicant has set out in detail the rationale for the new pipeline route in their supporting information, which is summarised in paragraphs 4.12 and 4.23 of the

AtkinsRéalis Planning Statement, which inter alia, provides benefits in respect reducing impacts “*on local communities and the environment*” and “*in light of alternative innovative construction techniques, which would allow the Scheme to be delivered more efficiently and effectively*”.

- 7.6 The principal changes from the extant permission are the introduction of a dual pipeline, a revised construction methodology from open cut to micro tunnelling and an adjusted route. The two pipelines would be used by Portsmouth Water to pump spring water to the reservoir and draw it out when needed. This would allow greater flexibility to respond to droughts, allowing them to add and remove water from the reservoir at the same time. It would also mean the scheme could continue to operate if maintenance was required on one of the pipelines. The introduction of two pipelines is itself not opposed on planning policy grounds and there would be no conflict with any development plan policy. What has courted significant objections from third parties is the statements made at paragraphs 4.23 and 4.24 of the AtkinsRéalis Planning Statement in respect of the potential future use of the pipeline by Southern Water.
- 7.7 The Applicant has made it clear that the dual pipes will be used to transport “*spring water*” (paragraph 4.21 of the Atkins planning statement). There is no statement or inference in any supporting material that the pipes as proposed will be used for treated water/recycled associated with the Southern Water (SW) recycling scheme, the Hampshire Water Transfer and Water Recycling Project. This scheme is the subject of a Development Consent Order (DCO) application which due to be submitted in Summer 2025 with determination unlikely until 2026. It must also be noted that the Reservoir approval under reference APP/20/00990 and as amended by APP/24/00312 only allows the storage of “raw water” and this is explicit in the description of development.
- 7.8 The Applicant makes clear the rationale for the dual pipeline and the future potential use by SW should the DCO be granted. However, the existing planning consents for the reservoir and single pipeline scheme only allow the transport and storage of raw spring water and this is the position with the current proposal. Any future use for the storage and transport of recycled/treated water would require a quite separate approval through the DCO consenting process, and as such is not for consideration as part of this application.
- 7.9 The Applicant has also set out the benefits associated with a combined approach in respect of preventing additional disruption from construction of another pipeline and reducing the environmental impact and the potential financial saving estimated at £100 million, compared to installing separate new infrastructure at a later stage. This would provide better value for money for water customers. The new water pipes would be installed inside two adjacent tunnels which would be constructed concurrently to ensure maximum efficiency is achieved. These benefits are noted, however they are not material in the planning assessment as to the acceptability of the scheme and the planning balance.

Conclusion on Principle

- 7.10 The Havant Thicket reservoir and pipeline is safeguarded in the HBC Local Plan 2011 under Policy CS18. This demonstrates that the proposal would be considered

acceptable in principle. HBC Adopted Policy CS18 - Strategic Site Delivery, includes Havant Thicket Reservoir as one of four strategic sites that are critical to achieving the Core Strategy vision and HBC Adopted Policy CS19 - Effective Provision of Infrastructure, protects the reservoir site for use as a reservoir.

- 7.11 Policy AL6 Havant Thicket Reservoir Pipeline supports the inclusion of a new pipeline in association with the Scheme, and states that *“Development proposals will not be permitted in the pipeline route buffer zone, where it could prevent the future delivery of the pipeline”*.
- 7.12 Portsmouth Water has demonstrated, through the extant reservoir and pipeline permissions (APP/24/00990, APP/24/00312 and APP/24/00991) that there is an overriding public need for the Havant Thicket Reservoir Scheme and a lack of suitable alternative sites. In addition, the safeguarding and allocation of a reservoir at Havant Thicket in HBC Policies CS18 and CS19, recognises that the supply of water needed from the reservoir is critical to meet future population and housing demands in the wider south east region covered by Portsmouth Water and Southern Water catchment areas.

(ii) Impact upon character and appearance

- 7.13 The NPPF at paragraph 187(a) seeks to protect and enhance valued landscapes in a manner proportional to their status in the development plan. Landscape is also factored into NPPF policies relating to design where paragraph 135 (c) states that decisions should ensure that developments *“are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change”*.
- 7.14 At a local level, relevant policies are HBC Policy CS11, and HBC Policy CS18 which state that the reservoir should integrate into the existing landscape of the area and assess the potential impact on the setting of the South Downs National Park. Policy CS16 places significant emphasis on ensuring that development proposals integrate into the surrounding area and contribute positively to the established character.
- 7.15 The assessment of the scheme’s impact on landscape and visual receptors is provided in the ES (Chapter 11). It is accepted that during construction of the pipeline there would be disturbance to the local landscape arising from construction activity. These impacts would result in short term significant adverse effects on views from existing public rights of way and from public open space (Riders Lane Stream) along the pipeline route. Construction activities are focussed at shaft and culvert locations and would affect smaller areas of landscape and number of views than the original scheme. The open cut construction will take place in two main locations, these works account for 1.5km of the total 5.3km length of the pipeline (29%). They do cover a slightly larger area in the specific shaft and culvert locations and will be in situ for longer. However, once construction is complete and the landscape reinstated there will be no significant visual impacts or a material change in the character and appearance of the area. The river improvement works are expected to improve the appearance of Hermitage Stream and the public space through Warren Park. The diverted section of Footpath 34 will improve the amenity for walkers in this area once complete subject to the detail being agreed will be an improvement to the visual character of the area in being a more attractive, safe and inclusive route.

- 7.16 The revised route for the pipeline corridor has purposefully utilised existing road corridors where possible, allowing the pipeline to be laid within existing highway carriageway, avoiding and minimising impact to soft landscape areas and street trees. By using this approach where possible, the effects on landscape character and visual amenity are limited to the construction period, which is temporary. Once the hard and soft surfacing is reinstated, no further mitigation would be required, and the effect would be neutral once the development is complete. This impact is improved and reduced as large sections of the pipe will lie below ground and micro tunnelled when compared with the extant permission which employed an open cut method of construction.
- 7.17 Where the pipeline corridor crosses soft landscape areas, such as public open space, the route has been chosen to minimise impact to existing trees and vegetation wherever possible. This includes following routes of existing pathways or open areas of grassland, therefore reducing the amount of existing vegetation that would need to be cleared for construction. In this way effects post construction can be minimised, without the need to wait for replacement mitigation planting to establish. The development whilst taking place on areas of open space it would not intrude into the openness, its functionality or access to it once completed.
- 7.18 The pipeline route will not result in the loss of ancient woodland or veteran trees and the loss of all other trees has been minimised where possible. A total of 65 trees are identified for removal, however most of the tree loss comprises moderate to low quality specimens. No Category A trees (high quality - worthy of protection) are proposed for removal to facilitate the pipeline route and the construction infrastructure. A total of 19 trees have been identified for translocation as identified in the Arboricultural Impact Assessment (AIA Updated - Feb 2025). The Council's Arboricultural Officer has considered the loss of trees (and the Applicant's justification), and proposed replacement and tree protection as acceptable. The proposal includes significant tree planting to mitigate the loss of trees as submitted Landscape Reinstatement Plans. The planning application proposes approximately 24 trees to be planted at the Middle Park Way culvert location. Where ground protection matting is specified to protect tree roots and to minimise ground compaction within RPAs, notably in the root zone area of the veteran tree T083 (at Shaft 5), this shall be of a sufficient specification to withstand the loading of the plant without compacting the underlying soils. The AIA has identified no impact and this is supported by the Arboricultural Officer.
- 7.19 The detailed elements of the scheme above ground (set out at paragraph 3.11 and Table 1 "Changes at Bedhampton Pumping Station Site") have been designed sympathetically to minimise any visual impacts and would integrate into the existing landscape and townscape character without appearing over dominant or incongruous features. The outline elements, which also includes the culvert locations, will be subject to detailed Reserved Matters application in respect of siting, scale, appearance and landscaping to ensure that the design will be appropriate to the context and the functionality of the proposed structures required for this significant infrastructure project.
- 7.20 Officers acknowledge that there would be disturbance and visual harm to the local landscape arising from construction activity along the pipeline corridor, resulting in adverse effects to landscape and visual receptors. These impacts would be localised and temporary or short to medium term, occurring during construction works, and for

a short period post construction, whilst the disturbed land is returned to its original condition, and replacement vegetation which is planted post-construction becomes established. Once the proposed mitigation measures mature, this would reduce the adverse effects. The Record of Environmental Actions and Commitments (REAC) as part of the Outline Environmental Management Plan (OEMP) in Appendix A2.1 in ES Volume 4 includes measures to help mitigate local impacts and effects during construction. These measures are considered to be acceptable and no objection has been raised by the Council's Landscape and Tree Officers.

- 7.21 Overall, it is concluded that no significant long-term effects are considered likely to the landscape character or to views (historic views and vistas are assessed in Section (iii) below) and visual amenity. This is due to the majority of pipeline being located below ground level and once the works are complete any construction effects will be short to medium term due to vegetation removal and excavation works. The open cut method of the pipeline construction will result in a temporary change in the character and appearance of immediate area, however once backfilled and the landscape reinstated the long term visual impacts will be minimal once the landscape is established..

(iii) Historic Environment and Archaeology

- 7.22 Local Planning Authorities have a statutory duty under section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building, or its setting, or any features of special architectural or historic interest it possesses when considering planning applications. Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on LPAs to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 7.23 National planning policy in respect of heritage assets is set out in Chapter 16 of the NPPF (paragraphs 202 – 221). Of note paragraphs 210, 212, 213, and 214 set out the approach to assessing harm to heritage assets, set against, inter alia, public benefits, and optimum viable use (para 221).
- 7.24 Local Plan Policy CS11 (4) states that planning permission will be granted for development which: *'Protects and where appropriate enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest'*.
- 7.25 Local Plan Policy CS16 (1a) of the Core Strategy states that: *'Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design inter alia: a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site'*.
- 7.26 Policy DM20 (Allocations Plan) states that; *'Planning permission will be granted for development proposals that conserves and enhances the historic assets of Havant. It also states that application which affect, or have the potential to affect, heritage*

assets are expected to provide a Heritage Statement that: (i) Describe the significance of the asset and its setting, using appropriate expertise and where necessary original survey, at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal. (ii) Sets out the impact of the development on the heritage assets and mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets.

- 7.27 The impact on the historic environment has been assessed in the revised Environmental Statement Volume 2 Chapter 8. Three main designated heritage assets have potential to be affected by the proposed development. These are: Sir George Staunton Conservation Area, Leigh Park RPG at the start of the pipeline (at the reservoir) and the Old Bedhampton Conservation Area. The Golden Lion P.H. and the former Bedhampton Arts Centre, both Grade II listed buildings, also lie in proximity to the pipeline route on Bedhampton Road.
- 7.28 The proposed pipeline would mostly be constructed by micro tunnelling apart from areas where open trench methodology will be used. The works will require eight shafts at various points along the pipeline to facilitate installation, and space provided for associated site compounds which may result in stripping of topsoil to implement installation of a temporary hard standing. There is potential to affect underground heritage assets however, further responses on this have been provided by HCC Archaeology (see paragraph 7.30). The impacts on the Leigh Park RPG and Sir George Staunton Conservation Area, would be on their setting from the temporary construction of a compound on Middle Park Way however, this impact on the significance of the heritage assets is considered to be “*negligible*” by the Council’s Conservation Officer.
- 7.29 It is stated within the application documents, that the “*site compounds could cause temporary disturbance to assets along the route, due to increased noise, increased dust, temporary change to setting from the presence of welfare, fencing and other hardware required for the construction of the pipeline*”. The assets likely to be affected by these works are those towards the southern end of the scheme and include assets within the Old Bedhampton Conservation area along with the listed former Bedhampton Arts Centre (ref 1393209), and The Golden Lion P.H. (ref 1091646)’.
- 7.30 Given the pipeline works are predominantly tunnelled below ground, the Council’s Conservation Officer concludes that “*this will not result in harm to these designated heritage assets, nor their settings*”. There may be some impact from construction noise and disturbance however, these “*would be temporary and transient and result in limited to changes to the ability to understand the significance of the Old Bedhampton Conservation Area*”. The pipeline will affect the Bedhampton Pumping Station which is a Non Designated Heritage Asset, however the pipeline will run into ‘Building Two’ which itself, is not a building of local historic interest. The Council’s Conservation Officer concludes that, “*there is no heritage based objection to the proposed works*” set against the advice at national (NPPF Chapter 16 paragraphs 202 - 221) and local level (Policies CS11, CS16 and DM 20) in respect of heritage assets and the tests set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 parts 66 and 72(1).

- 7.31 In terms of archaeological impacts, the County Archaeological Advisor has raised no objection to the revised written scheme of investigation (WSI) for archaeological monitoring. The development will be required by condition to be carried in accordance with the details set out within the Pipeline Archaeology Management Plan (AMP) – Appendix A8.7 in the Environmental Statement and the Written Scheme of Investigation (WSI), as agreed by the County Archaeologist (see condition 7).

(iv) **Ecology and Biodiversity**

- 7.32 The NPPF at paragraph 187 (Criterion a, b and d) states that planning decisions should contribute to and enhance the natural and local environment by (Officer underlining for emphasis):
- (a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- (b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; and*
- (d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs.*
- 7.33 At a local level, biodiversity protection and enhancement is set out in HBC Policy CS1 and Policy DM8. The assessment of the pipeline scheme's impact on biodiversity is set out in Chapter 9 of the ES and the construction mitigation is set out in the Construction Environmental Management Plan (CEMP). Updated reports were provided in respect of surveys for bats (Atkins Realis, November 2024) and Hazel Dormouse (Atkins Realis, December 2024).
- 7.34 The supporting documents have been assessed by Council's Ecologist and they are satisfied in the robustness of the suite of ecological desk-based and field-based assessments, covering the potential presence and status of various habitats and species within the proposed work area and its zone of influence. This has included general suitability assessments as well as detailed species-specific surveys such as bat, dormouse and tree assessments.

Reinstatement of Habitats and Ecology Post Construction

- 7.35 The measures proposed to reinstate/enhance habitat disturbed during temporary works are supported by the Council's Ecologist, and the preference is for locally relevant habitat over sown 'wildflower grassland' mixes. Where relevant, the Council's Ecologist advises that grasslands along the Hermitage Stream corridor should seek a taller herb-fen habitat and not a generic species-rich grassland.
- 7.36 Similarly, the salvage and reinstatement of existing turf at High Lawn and Thicket Lawn SINC is welcomed by the Ecologist, as these areas are of high importance and where protection and retention of existing vegetation and soils is paramount. The

issue raised of whether or not the grassland habitats in this area conform to the Priority Habitat definitions of Coastal and Floodplain Grazing Marsh and Purple Moor Grass and Rush Pastures, and the limitations on vegetation community analysis in some areas due to small sampling size are noted by the Council's Ecologist.

- 7.37 Overall based on surveys and analysis conducted by the Hampshire Biodiversity Information Centre (HBIC), the Council's Ecologist considers that the mosaic of dry and damp grassland across this area does broadly conform to the Priority Habitat definitions, and are worthy of SINC designation. It is further considered that these are largely unimproved grasslands with areas of impeded drainage, supporting a range of characteristic species. National Vegetation Classification (NVC) communities recorded include variants of grassland, all of which are included within the HBIC criteria for inclusion as SINC. Within Havant Borough such habitats are far from widespread and are therefore of high conservation value locally. The Council's Ecologist does query the inclusion as all grasslands within this area as Other Neutral Grassland in Figure 9.7: the area is more complex than this, however no objection is raised.

Habitat compensation and enhancement

- 7.38 Proposed habitat compensation and enhancement measures include works to reinstated habitats throughout the scheme area. This includes the planting of appropriate native tree and shrub mixes as well as species-rich grassland sowing. The efficacy of these measures will in the opinion of the Council's Ecologist be dependent on successful establishment and a commitment to ongoing care and management which can be secure under the LEMP condition. Overall the use of suitable seed mixtures, the submitted details are considered acceptable by the Council's Ecologist.

Impact on species

Badger

- 7.39 A Badger Survey and Assessment was included in the application (Appendix A9.16 Pipeline Ecological Update and Appendix A9.17 Pipeline Ecological Management and Monitoring Plan and confidential Figure 9.11). The reports found three disused setts in Staunton Country Park. The ES Chapter 9 (Biodiversity) considers the impacts and states that construction works would result in a minor temporary loss of suitable Badger foraging habitat. Whilst unlikely, it is possible that a badger sett may become active along the new pipeline route prior to construction commencing. Badgers may also become trapped in excavations if left uncovered overnight. No setts have been found within the works areas, therefore it is not envisaged that a badger licence will be required.
- 7.40 The ES (Chapter 9) states that monitoring of the three partially-used setts identified (outside of works area) prior to construction commencing in this section will enable an assessment of the status of these setts to be made and to determine whether any mitigation is required with regard to disturbance. There is no mitigation proposed currently as these setts are some distance from the works area and surrounded by extensive foraging, commuting and sett building habitat. The Applicant states that if badger setts could be affected and are found to be present then further ecological

advice will be provided, which is acknowledged by the Council's Ecologist. Measures will be put in place to ensure badgers do not become trapped in steep sided excavations. The Applicant's Register of Environmental Actions and Commitments (REAC) includes precautionary pre-clearance surveys to determine whether any mitigation or licensing is required for badgers. Vegetation clearance will follow Precautionary Methods of Working. The appointed Ecological Clerk of Works (ECoW) will monitor all activities (see condition 9) . The Council's Ecologist is content that the likely risks to active Badger setts is limited and that there will be an opportunity to review any updated assessment and mitigation measures as secured by condition (see number 9).

Bats

- 7.41 A total of ten trees offering low bat roost suitability are to be removed from the scheme footprint. Trees within the site have been subject to visual inspection and some have been subject to emergence surveys. No bats were recorded roosting within the trees. Other trees identified which offer roost potential will be retained. There are additional moderate and high value trees located in other sections of the scheme, again, retention is stated and measures to avoid disturbance are provided. For the buildings at the Bedhampton site, surveys have been carried out and one of the buildings at the site has been shown to support at least two Common Pipistrelle bats, with two observed emerging and a single bat present during the hibernation period. The roost is classified as a small day and hibernation roost.
- 7.42 This development will therefore affect bats, which receive strict legal protection under UK law by the Wildlife and Countryside Act 1981 (as amended) and by the Conservation of Habitats and Species Regulations 2017 (commonly referred to as the Habitats Regulations). Where development affects a European protected species (EPS), permission can be granted unless the development is likely to result in a breach of the Habitats Regulations and is unlikely to be granted a licence from Natural England to allow the development to proceed under a derogation from the law.
- 7.43 The Council's Ecologist considers that the proposed works will result in the disturbance of bats roosts contrary to the EU Directive. The applicant will therefore require an EPS licence which can only be granted if the development proposal is able to meet three tests: (i) the consented operation must be for 'preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment'; (Regulation 53(2)(e)) (ii) there must be 'no satisfactory alternative' (Regulation 53(9)(a)); and (iii) the action authorised 'will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range' (Regulation 53(9)(b)).
- 7.44 Officers considers the proposed development is acceptable in planning terms (as set out in the assessment in the report) and that these tests (i) and (ii) are met above, as was held with the granting of the extant pipeline permission and its importance for the delivery of water infrastructure and there being no alternative (route) available. In order to assess the development against the third test set out above, sufficient details must be available to show how killing / injury of bats will be avoided and how the loss or damage to bat roosts will be compensated. The Applicant has provided a mitigation strategy, detailing specific measures to avoid harm to bats during the works and to provide compensatory roosting habitat. The Council's Ecologist

supports these measures, (subject to the first two tests being met) and is confident that the development is not unlikely to be licensed. The Council's Ecologist also sets out that the proposed works will require a European Protected Species mitigation licence from Natural England and it is the responsibility of the applicant and their appointed agents to ensure that this licence is obtained and its conditions implemented.

Hazel Dormice

- 7.45 It has been assumed that this species could be present within woody habitats across sections 7-9 of the pipeline. Dormouse surveys carried out in 2024 (as updated December 2024 and considered by the Council's Ecologist) recorded no evidence of the species and it is concluded that Hazel Dormice are not a constraint to the proposed works and no further information or mitigation is required at this stage and should any licences be required then the applicant would obtain these from Natural England.

Otter and Water Vole

- 7.46 Evidence of Otter presence has been recorded on the Riders Lane Stream and it can be assumed that Otters are likely to occur on occasion along this and the Hermitage Stream habitat which is generally suitable throughout. No evidence of Water Vole has been recorded, although certain stretches of both streams contain suitable habitat. As no direct impacts to either species are anticipated owing to the tunnelling works below grounds, the proposed update surveys prior to commencement are considered appropriate by the Council's Ecologist (condition 9).

Birds

- 7.47 Overall, the scheme footprint is not considered to be of significant value to bird species although all structured habitats offer some potential. Kingfisher habitat suitability and activity surveys concluded that this species is not likely to be breeding within the Riders Lane and Hermitage Stream corridors, although some suitable nesting and foraging habitat occurs. The Council's Ecologist requires continued vigilance in the run-up to commencement seems prudent and this will be secured by the ECoW (condition 9). Areas of open grassland such as at Staunton Country Park are suitable for ground-nesting species such as Skylark, and any areas of woody or tall herbaceous vegetation could support widespread species in the nesting season. The applicant's proposed avoidance and mitigation measures – timing of works to avoid main nesting season, plus supervised works as required – are standard and appropriate.

Reptiles and Amphibians

- 7.48 The Council's Ecologist considers that the scheme area is not considered suitable for either Great Crested Newt or rarer reptile species. For the widespread species, it is considered that there is suitable space for animals to be displaced into adjacent habitat without the need for translocation works. Mitigation measures entail the use of vegetation clearance combined with hand-searching.

Invasive Species

- 7.49 A number of invasive plant species have been recorded at various locations. The Applicant commits to continued monitoring which will be undertaken by their specialist ecologist team. Measures to prevent spread are detailed within the submitted Biosecurity Management Plan (2024) and the details are considered acceptable and will be secured by condition (number 3 approved drawings and documents).

Other Species

- 7.50 The Council's Ecologist is content that an appropriate level of survey and assessment has been carried out for various species/groups additional to those above (which includes vegetation (including notable plants), mammals (bats, Badger, Hazel Dormouse, Water Vole, Otter), birds (breeding and wintering), reptiles, amphibians, invertebrates).

Biodiversity Net Gain (BNG)

- 7.51 The proposed development requires a mandatory BNG. The submitted Biodiversity Metric and BNG report and technical note are considered acceptable, and the applicant has identified a (preliminary) BNG shortfall for area habitats and watercourses which will require appropriate compensatory habitat to be found. The temporary losses of habitat within the scheme area are proposed as being 'temporary' in BNG terms: i.e. the reinstatement of the same habitat within an acceptable timeframe equates essentially to a 'no net loss' scenario. BNG therefore applies to habitats that are lost permanently. BNG is a post-permission matter and so the fact that there is a large shortfall in BNG units (habitats and watercourses in particular where the Applicant estimates 1.48 units of watercourse impacts, equating to a -27.46% deficit) is not a matter that can delay the granting of planning permission – as long as a Biodiversity Gain Plan is provided prior to commencement.
- 7.52 BNG is proposed to be delivered by two means, onsite (and subject to LEMP and maintenance and management – condition 22) and offsite. The onsite delivery provides for some provision of 'created' habitats within the application site. The Council's Ecologist acknowledges the constraints for delivering meaningful areas of on-site BNG. There are multiple constraints related to land ownership, services and infrastructure that prevent more extensive habitat creation/enhancement works in particular along the Hermitage Stream.
- 7.53 The applicant is therefore left to seek off-site BNG provision as there are no habitat banks or BNG providers within the Borough, and so BNG providers outside HBC are needed. The Applicant has investigated its own landholdings in the Borough for some BNG provision, and the LPA welcomes the intent to investigate whether sites at Bedhampton and Bidbury can help to accommodate some of the required BNG. There are also details of potential watercourse enhancements within Staunton Country Park and at PW's own sections of the Hermitage Stream at Bedhampton and Bidbury.

- 7.54 The bulk of BNG provision will however be sought off-site, at the South Holt Estate owned and managed by the Pig Shed Trust. Whilst it would be preferable that any BNG benefit is retained within the Borough, this is not actually required by law or by national or local policy. There is a deliverability advantage to this proposal due to the ongoing relationship between PW and the Pig Shed Trust related to off-site habitat compensation for the main reservoir scheme: this makes legal agreements simpler and gives greater assurance to the planning authorities involved.
- 7.55 The off-site BNG (which is a sizeable proportion of the BNG requirement) will be secured by legal agreement and be subject to a Habitat Management & Monitoring Plan (HMMP). The chosen off-site provider is the Pig Shed Trust (at the South Holt Estate) is not currently on the national gain site register. The HMMP for the off-site BNG at Pig Shed Trust and the requirement for it to be secured for a legal agreement is not relevant for HBC in its capacity as LPA for determining this application. The HMMP will be secured under the legal agreement for that site and will be dealt with by the appropriate LPA. HBC in its capacity as LPA for this site only needs to receive the registration number that will be given to the site once it's been registered; that will be included in the Biodiversity Gain Plan. There will be an offsite gain site in HBC – Bedhampton & Bidbury (land owned by PW outside of the pipeline development boundary). PW can only accept a condition (see number 23) to submit a HMMP for the off-site BNG within HBC. For on-site BNG the LPA is able to condition a maintenance period of five years.
- 7.56 As BNG is a post-permission matter, full details of exactly how any BNG is to be delivered will be subject to a pre-commencement Biodiversity Gain Plan and Habitat Management and Monitoring Plan (conditions 21 and 23). Any BNG measures must be directly related to this development and there must be clear delineation between this proposal and any biodiversity measures related to the main reservoir development. This is particularly relevant to watercourse unit requirements (substantial watercourse enhancement are planned for the reservoir and any measures for this scheme must be additional).
- 7.57 The Council's Ecologist's advice is that additional habitat improvements along the highly modified Hermitage Stream corridor would be welcomed. The Council's approach to BNG is that it should be consistent with the aims of the forthcoming Local Nature Recovery Strategy (LNRS) i.e. that measures should be targeted at the local landscape, providing locally-relevant habitat types that bolster the existing ecological network of sites and habitats.
- 7.58 In line with the advice of the Council's Ecologist and current planning guidance (Planning Advisory Service "*Biodiversity Net Gain (BNG) for Local Planning Authorities*") in respect of BNG it is considered prudent that BNG measures are secured by condition. The condition has been worded so that a Biodiversity Gain Plan be submitted to and approved by the local planning authority prior to the commencement of development (however allow for site assembly and preparatory works) (see condition number 21).

Habitats Regulations Assessment (HRA)

- 7.59 The HRA is an appropriate assessment of the potential impacts of the scheme, alone and in combination. The Council's Ecologist considers that the European sites included in the scoping and screening are suitable and a comprehensive range of

potential impact pathways are identified. These relate to degradation of the water environment (water quality, alteration of flows) with impact pathways to Solent SAC/SPA/Ramsar sites. Also potential impacts to bats and bat habitat associated with Singleton & Cocking Tunnels SAC in West Sussex. Various measures are proposed to manage risk, including Environment Agency consents, a Drainage Management Plan, Construction Environment Management Plan, Biodiversity Mitigation and Compensation Strategy and adherence of pollution prevention measures. Together, these measures are considered adequate for controlling risk of impacts through hydrological pathways.

- 7.60 In respect to the Singleton and Cocking Tunnels SAC and potential impacts to bat species, there is a potential functional link between the scheme area and the SAC. Standard avoidance and mitigation measures for bat roosts in buildings and trees, in accordance with best practice guidance and judged as acceptable, should avoid population-level impacts. The Council's Ecologist is content with the conclusions of the HRA overall.

Conclusions on Ecology

- 7.61 Overall, the Council's Ecologist concludes that the application provides sufficient ecological information. Whilst uncertainties remain around the precise timeframe of works, the potential impacts are detailed in acceptable detail and a strategy for updating assessment, avoidance, mitigation, compensation and enhancement is acceptable. The commitment from the Applicant to habitat reinstatement for temporary works areas is welcomed and will require long-term monitoring and management (see condition 23). The impacts to protect any notable species can be avoided and or mitigated with appropriate care, and post-development habitat compensation can serve to maintain and enhance biodiverse habitats. The provision of BNG is an opportunity to deliver a tangible gains across the development area.
- 7.62 The impacts on biodiversity resulting from the pipeline construction and culvert upgrades will be largely temporary in nature, occurring during the construction phase and will not result in significant adverse effects once the development is complete and operational. Significant trees will be avoided and habitats will be re-instated in accordance with the details in an Landscape Ecological Management Plan (LEMP).
- 7.63 No significant ecological effects during the operation phase are anticipated. In total, up to 5.5 km of watercourse will be improved as part of the wider Havant Thicket scheme's aquatic mitigation and compensation work. This includes restoration of a length of Hermitage Stream which flows through public spaces in Warren Park. It also includes improvements to the headwater water bodies north of the reservoir. The river improvement work is expected to have a significant positive benefit on the landscape and the water environment.

(v) Highways, Access and Public Rights of Way

- 7.64 The NPPF paragraph 109 (f) states that the environmental impacts of traffic and transport infrastructure should be identified, assessed and mitigated. NPPF paragraph 115 seeks to ensure that with development, appropriate opportunities to promote sustainable transport modes have been considered; safe and suitable

access to the site can be achieved for all users; and any significant impacts from the development (including construction) on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Ultimately at paragraph 116 it is stated that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”*.

- 7.65 HBC Policy CS18 outlines the overall scheme's requirements in terms of traffic. This policy requires construction traffic to be minimised in Leigh Park, Horndean, Rowlands Castle and other residential areas; seeks to restrict public vehicular traffic within the site such that it is confined to the vicinity of the main access; and requires appropriate vehicular access.
- 7.66 The assessment of the scheme's impact on the highway network (pedestrian and vehicular) is set out in Chapter 13 of the ES. Consideration has been given to the impact of the change in traffic flows on the local highway network from construction impacts of the development, in addition to the effects of temporary or permanent highway or PRow closures, including the proposed permanent footpath diversion at Bedhampton Pumping Station.
- 7.67 The pipeline route is 5.3km long in tunnels up to 2.5m wide and laid at a depth of between 3-10m underground. It is the Applicant's contention that at these depths the pipeline will be below the highway and outside roads, footpaths, utilities, watercourses and tree roots. To facilitate the construction of the pipeline (both tunnelled and open cut) and culvert upgrade works, there would be the need for following works:
- (i) temporary road closures;
 - (ii) temporary parking suspensions to a number of residential of roads along the route;
 - (iii) temporary diversions of footpaths and public rights of ways; and
 - (iv) permanent diversion of Footpath 34, which currently runs through the Bedhampton Pumping Station site, along Hermitage Stream and over Lower Mill Pond.
- 7.68 However, unlike the extant consent the proposed construction activities would be focussed on smaller areas (shaft and open cut areas) minimising disruption compared to that previously envisaged and which was found to be acceptable. Overall, there would be less road closures, for shorter periods and durations and short diversions where required. This does not, however, mean that the construction would not be disruptive for local residents, schools and businesses and the level of scrutiny must be afforded and mitigation secured to reduce the number of overall trips associated with the development including the workforce.

Assessment of Highway Impacts

- 7.69 The impact of the highways works summarised at para 7.66 and the assessment has been carried in consultation with Hampshire County Council as Highways Authority (HCC) and other relevant consultees. HCC acknowledges that this planning application is more detailed and complex than the extant permission and any consents (outside the planning regime), obligations, conditions and mitigation need to

be robust to reassure affected residents and other land users, that any disruption will be minimised as far as practicable when dealing with a large scale infrastructure project such as this and the complexities inherently associated with them and their delivery.

- 7.70 The design approvals are the HCC's greatest concern in relation to a full consent (with elements in outline). The Applicant through the submission of their ES and supporting statements (and updates) needs to demonstrate the scheme can be constructed in the manner presented and that the ES conclusions are sound. The paragraphs below set out and summarise the comments from the HCC and the mitigation they are seeking.

Emergency Drawdown & Culverts

- 7.71 The Applicant has amended the culvert design from detailed to outline form since the submission of the application in order to respond to HCC's initial consultation response. The emergency drawdown procedure which entails discharge of water into the Riders Lane Stream, was based on a design that required amendments to three existing highway culverts (Middle Park Way; Dunsbury Way; Purbrook Way) in order to increase capacity to accommodate the emergency draw down requirements. Moving to an outline design allows the Applicant to further consider future maintenance and detailed design. This approach has been considered acceptable by the Environment Agency (EA) and will be subject to a future RMA and conditions (nos. 16 to 20). Overall the HCC is satisfied that an appropriate future design is achievable and necessary for the development. The Applicant has provided sufficient information in relation to the EIA assessment being robust to cover a range of design solutions and the parameters is tested to the worst case scenario. The HCC position is subject to the following pre submission requirements (and confirmed by the EA):

- (i) That prior to a RMA being made that the design (Flood Risk Activity Approval) and the maintenance requirements of the culvert works are agreed with the EA;
- (ii) Discussions should also be held with the HCC to agree the appropriate commuted sum requirements;
- (iii) Discussions with HCC Emergency Planning Team in relation to the emergency procedures for the Reservoir as any commuted sum arrangements will be required to cover an allowance for any emergency measures necessary; and
- (iv) Prior to commencement the applicant will be required to enter into the S278 technical approval process and enter into a S278 Agreement with the Highway Authority to allow construction of the culvert works on the highway (which are outside the statutory undertaker powers) and secure the commuted sum for maintenance of this asset.

Geotechnic Information

- 7.72 The HCC have no significant concerns regarding the tunnelling works. Through applying for the relevant highway permits (Hampshire County Council Permit Scheme), compliance with the Highway Authority's policy for tunnelling under the Highway (Trenchless Operations Public Highway) will need to be demonstrated. In

that regard further considerations around the work proposals and any settlement matters would be dealt with through the permit scheme system operated by HCC and managed through the New Roads and Street Works Act (given the applicant's powers as a Statutory Undertaker). Therefore, no further planning controls are necessary, as it is considered matters relating to these elements are dealt with through these other statutory processes and are not appropriate to be repeated by the LPA, notwithstanding other mitigation in respect of archaeology, contamination and vibration management.

Transport Assessments

- 7.73 The HCC are satisfied that the Applicant has provided sufficient information within the ES and supporting documentation for reasonable judgements to take place on the highway impacts, including those affecting PROWs and suitable mitigation can be secured to mitigate the impacts of the development.
- 7.74 In terms of HGV movements the HCC acknowledges that there will be an impact on local roads and there will be an overarching reliance on the Havant Thicket Reservoir Northern Access Road. The strategy for the works area (which will also be subject to a CTMP) will minimise the highway impacts. The Applicant will also be required through the S106 agreement to comply with the total vehicle movement numbers from the Reservoir northern and southern access points as with the extant planning permissions for both the reservoir and pipeline (see condition 26 for an updated Framework Construction Traffic Management Plan).

Impact on Bus Services

- 7.75 The HCC consider that road closures will not impact the local bus services albeit there will however be a temporary inconvenience to passengers as result of road closures and bus stop relocation.
- 7.76 The need for the closures is not disputed, however the Applicant will be required to engage with the bus operators regarding the proposed diversions and will be bound by condition (see number 24) to provide suitable alternative bus stops which minimise the impact on the walking routes to access the bus service and directly serve Park Parade. The Applicant will be required to apply to suspend the use of the impacted bus stops with the Bus Operator and provide details of diversion routes.

Framework Construction Traffic Management Plan (fCTMP)

- 7.77 The previously consented Outline Application for the Pipeline (APP/20/00991) includes a framework CTMP (dated 31 March 2021). This is the same as that for the Hybrid consent for the Reservoir and will therefore be required to be resecured under this consent so that any future CTMP's for each works area comply with the project wide framework and the more specific details set out within the Works Area Summary. The mechanism to secure the update to the fCTMP will be by condition (conditions 26).

Proposed Work Areas

- 7.78 The part of the development which is likely to cause the most disruption to local residents, schools and businesses during the construction of the pipeline will be the works areas associated with the shafts, culverts and emergency draw down.
- 7.79 The Applicant has also provided a supporting document "*Highway Works Area Summary*" (February 2025). This document seeks to agree the site-specific traffic management requirements and compound details for each work area. The document acts to agree the parameters for the future S278 submissions to secure highway consent to construction and reinstate the compounds on highway land as well as the site-specific traffic management measures that will be required. A separate CTMP will be required for each compound area as they progress through the phasing/constriction programme which is in accordance with the agreed Work Area Summary document and this will be secured through condition (see number 25).
- 7.80 The HCC has assessed the highways impacts from the these works areas. It is the movements from the approved Havant Thicket Reservoir compound to these locations along the highway network that are of a concern. The Applicant has satisfied the HCC that the tractor and trailer units can track all the required routes, and it is considered by the assessment that the overall project health and safety risks of the scheme will be reduced, as a result of the pipeline route being predominantly tunnelled. The Highway Authority is satisfied by the conclusion and raises no further comments on this matter.
- 7.81 The need for a mix of primary and secondary welfare facilities (primary is the main welfare/office site at Bedhampton in PW's site and secondary is at each site compound and consists of some parking and small welfare provision) across the site (pipeline route) has been set out within the Works Area Summary and the position/location is agreed with the Highway Authority (the amenity impacts are addressed at Section 7(vii) and condition 32). Measures have been taken to reduce vehicle movements through the location of these facilities and accompanying Travel Plan measures (see paragraph 7.110). Where primary welfare is not provided these locations are within walking distances of the primary facilities.
- 7.82 Concerns from residents over the risks of HGV's meeting on residential streets has been addressed through the introduction of a booking system and it is noted that the main reservoir site will also be used to hold vehicles should they arrive outside of their allocated time.
- 7.83 Temporary Traffic Regulation Order (TTRO) requirements to prevent parked vehicles obstructing the required access routes have been reduced where possible across the wider site. It has also been agreed, between the HCC and the Applicant that these parking restrictions will only apply during the operational hours of the compound areas to alleviate some of the inconvenience caused.
- 7.84 The HCC concludes that road closures have been minimised where possible and are considered necessary to ensure that this significant project can progress which also benefits from an extant consent which would have been more disruptive. Further opportunities to reduce road and lane closures are to be encouraged and the detailed traffic management arrangements associated with the construction of the compounds will be agreed with the Highway Authority through the S278 process (see planning obligations section) and may be subject to reasonable change as a result of the

detailed technical approval process and New Roads and Street Works Act (NRSWA) requirements.

- 7.85 A number of the proposed road closures and parking suspensions are required for periods of between 18 months and 2 years. TTROs generally run for a period of 18 months, however through additional advertising this can be extended to 2 years which is sufficient for the proposed works programme.
- 7.86 HGV movements across the proposed development are referenced to be limited within a reasonable threshold (10%) of those presented within the Works Area Summary. Any noncompliance with these agreed numbers must be agreed in consultation with the Highway Authority (subject to amendments of any approved document and or condition). At section 4.2.4 of the "*Works Area Summary*" it is confirmed that all access gates will be set back from the highway and that any haul road provision will be tarmac for the first 20m to minimise risks of mud on the highway. Furthermore the exact details for each compound access will be agreed through the S278 process (and through condition 25 CTMP and Condition 32). HCC has agreed that a vehicle crossover arrangement will be appropriate for temporary access arrangements.
- 7.87 The paragraphs below provide the HCC assessment of the impact of the works areas on the highway network and immediate roads.

Works Area 1 - Bedhampton

- 7.88 Works area 1 is situated at the existing Water Treatment Works (WTW) site at Bedhampton Springs. Vehicle routing to this compound is proposed via the northern access to the Reservoir site, the A3(M), Hulbert Road, Purbrook Way, Barncroft Way and then Stockheath Lane. The HCC consider that this is the most appropriate route with the least impact on local roads. Lorry movements are forecast at a maximum of 21 HGVs a day for 1 day with an average between 5 and 9 HGVs a day.
- 7.89 The public paths through this area impacted by the compound are not a highway asset and therefore responsibility for the standard of reinstatement sits with the asset owner (see paragraphs 7.106 to 7.108). This will be addressed as part of the BNG onsite LEMP and landscape reinstatement condition. The footpath diversions on Stockheath Lane utilises an existing crossing to facilitate crossing to the south. To the north there is no such provision. Given the length of time of the construction works the HCC advises that the crossing provision will need to be reviewed as part of the S278 submission and a new crossing may be required to support any diversion. Alternatively given the low lorry movements and the adopted booking system, conflict could be managed through banksman and no formal footway diversion required. The required parking suspensions have been reduced and will be considered further through the S278 technical approval process with parking controlled only where necessary.

Works Area 2 & 3 - Hooks Farm Way

- 7.90 The access routing is proposed via the northern Reservoir access onto the network via the A3(M), Hulbert Road, Purbrook Way, Barncroft Way and then onto Hooks Farm Way which is considered acceptable by the HCC. The applicant has set out

within the Works Area Summary the considerations of alternative access arrangements to this compound/works area and it is agreed with the HCC that the proposal presents the most appropriate option for access given the constraints of the site.

- 7.91 Hooks Farm Way is insufficient in width to accommodate two-way flow by HGVs. The provision of the booking system and HGV management measures set out within the Works Area Summary will ensure movements are managed. The maximum HGV movements required at this location are 25 HGVs a day with this number operational for around a month. The average when considered against the mean and 85th percentile is between 5 and 13 a day. The HGV movements during school pick up and collection times have been set out to be restricted within the Works Area Summary. However HCC considers that the timing restriction needs to be set out more clearly and it is therefore proposed that further details of these restrictions are made clear in the full CTMP and subject to condition (number 25 and 32 to address other impacts on the School) to ensure that the movements do not impact the operation of schools in the local area.
- 7.92 The HCC have queried the need for footway diversion at the site access for this compound area. In their opinion this could be managed by a banksman and negate the need to close the footway. This point is applicable to a number of compound locations. Given the vegetation and existing trees on the southern side of Hooks Farm Way, and driveway accesses on the northern side, achieving an appropriate temporary crossing provision is unlikely to be achievable. The appropriate management can be agreed with the Highway Authority at the S278 approval stage of the project. The impact of the construction works on the general public should be limited where practicable and the detail will be agreed at S278 stage as outlined in the Works Area Summary.
- 7.93 The proposed temporary access points on Hooks Farm Way have the potential to impact highway trees. This is not noted in the Works Area Summary, with the most notable highway asset being a mature ash. The tree is likely to root predominately into the green open space to the south. There may be a requirement to crown lift this tree to facilitate HGV access and this can be addressed through the S278 submission and technical approval with the Highway Authority. Any impact on highway trees will be required to be appropriately mitigated as per Hampshire's Technical Guidance Note 15 and secured within the s278 agreement. The access gates to the site have been set back so that a vehicle can leave the carriageway should the gates be shut.

Works Area 4 – Stockheath Lane

- 7.94 Vehicle routing to this compound is proposed via the northern access to the Reservoir site, the A3(M), Hulbert Road, Purbrook Way, Barncroft Way and then Stockheath Lane. This is agreed as the most appropriate route. Lorry movements are forecast at a maximum of 21 HGVs a day for 1 day with an average between 5 and 9 HGVs a day. It should be noted that the paths through the area impacted by the compound are not a highway asset and therefore responsibility for the standard of reinstatement sits with the asset owner (Condition 26). For the footpath diversions on Stockheath Lane itself this utilises an existing crossing point to facilitate crossing to the south. To the north there is no such provision. Given the length of time of the works the crossing provision will need to be reviewed as part of the S278 submission

and a new crossing may be required to support any diversion. Alternatively given the low lorry movements and the adopted booking system, conflict could be managed through banksman and no formal footway diversion required. The required parking suspensions have been reduced and will be considered further through the S278 technical approval process with parking controlled only where necessary.

Works Area - Emergency Discharge Works Area (Located between Shafts 4 and Shaft 5)

- 7.95 The HCC are content with the vehicle routeing to the site being from the reservoir northern access, minimising the use and impact on the local road network. Originally it was suggested that no parking suspensions were required on Purbrook Way however review of the tracking demonstrated potential conflict with vehicles parking in the layby. It has therefore been included in the Works Area Summary that parking for one space will be moved to the layby on Purbrook Way and this is agreed as necessary by the Highway Authority to safely accommodate the required tracking movements.
- 7.96 The design in this location has been amended to ensure that there is no conflict with cycle and pedestrian movements and widened to ease dual movements. The proximity to the gates (along Corehampton Crescent) remains a concern and through the S278 process it should be considered if the route can meet the access road further north. This is in highway terms considered to be a minor change and one that can be addressed at the S278 stage. The diversion shown on the compound drawing for this route may be a more acceptable final arrangement.
- 7.97 The HCC state that site access requires the relocation or loss of existing highway trees. Any works to highway trees would be undertaken by the County Council at the applicant's cost and this can be agreed and secured through the S278 agreement for these works.

Works Area 5 – Riders Lane

- 7.98 Works to the Purbrook Way culvert are to be undertaken from the same compound areas as shaft 5. Comments relating to this works area therefore stand for the culvert works (set out at in paragraphs 7.94 to 7.96). The constraints of the site require the closure of Riders Lane as proposed and the Highway Authority raise no issues with the proposal subject to ensuring appropriate TTRO applications are made in consultation with the HCC.
- 7.99 The shaft itself still sits partially within the highway boundary, although any future implications of this have been reduced through a slight relocation further from the carriageway and footway. Given that the Applicant is a statutory undertaker and have powers to implement such features in the highway to support their infrastructure provision the Highway Authority welcome the reduction in the shaft's impacts on the highway and raise no further concern around this matter.
- 7.100 Material storage is to be undertaken on the highway within the extent of the works area and will need to be licenced appropriately; the process for which sits outside the

planning regime. The extent of footway closure has been minimised and the gates set back through revisions to the design, and these are supported. Appropriate signage to inform pedestrians of the diversion to the southern footway can be agreed through the S278. There are a number of existing formal crossings on Purbrook Way that can be utilised.

- 7.101 HGV generation for this works area is forecast as a maximum of 14 HGVs for a period of 1 day and then 4 to 11 HGVs a day for the remainder of the works. Vehicle routeing has been amended for this site in relation to the shaft works to utilise the northern access of the Reservoir to Purbrook Way and then a one way arrangement along Dunsbury Way and down Riders Lane to access the compound. For the culvert works the southern access will be utilised via Swanmore Road and Dunsbury Way directly to Riders Lane. The western side of the footpath diversion utilises an existing refuge crossing point however the eastern side has no formal crossing facilities. Given the length of the closure formal crossing provision may be provided to minimise the impact of the works. This is to be agreed through the S278 design process. The extent of parking controls required around this compound have been reviewed and amended. There are no longer parking restrictions shown on Riders Lane south of Purbrook Way. The proposed temporary widening of the existing junction bell mouth may impact highway trees depending on how far construction extends into Riders Lane. Highway trees are within approximately 10-15m of the junction. Details around impacts on highway trees will be reviewed as part of the S278 process. The carriageway of Riders Lane is now shown within the reinstatement plan for this works area. Further refinement of the reinstatement requirements will be made through the S278 works and agreed with the Highway Authority through the completion of the S278 process.

Works Area 6 – Dunsbury Way

- 7.102 Works to the Dunsbury Way culvert will be undertaken in the same works area as for Shaft 6. The HCC are content with this work area following amendments to the landscape reinstatement plans. It will be necessary for highway trees to be removed to support this compound and works. The HCC considers this as acceptable subject to compensation and this can be secured through the S278 process for this compound works. There is an existing embankment around the culvert that supports the consented development at the former Dairy Crest site. Any impacts on the embankment as a result of the works will need to demonstrate they do not impact the Dairy Crest consent, and further details around this matter will need to form part of any future RMA submission.

Work Area 7 – High Lawn Way

- 7.103 The access strategy for the High Lawn Way compound has been revised to reduce displacement of parking on High Lawn Way and improve accessibility of the site. Vehicles will now route to the site via Dunsbury Way and Somborne Drive which is the existing HGV route for the area. This will result in some displacement of 20 parking spaces on the carriageway at the northern end of Somborne Drive. There is scope to utilise the Greywell Public Car Park for the displaced parking and the HCC advise that this option should be explored by the Applicant for the detailed CTMP for this works area (condition 25). Areas are identified within the Works Area Strategy for the displaced parking to relocate on the highway, however it is observed that these

areas are already subject to high parking stress and therefore the above solution is likely to be necessary to manage the impact of the development.

- 7.104 The footpath running north/south on the eastern side of the compound will be required to be closed and access will be required from Dunsbury Way. The principle of this is agreed by the HCC and careful works programming should ensure that these areas of highway are not closed at the same time. There is a highway tree within the compound area of the site which is noted to be protected within the Works Area Summary. This protection requirement is agreed and the details of the tree protection will be secured through the S278 process. Tracking of the compound area and turning areas for the public have been provided for all appropriate vehicle types and are demonstrated to be achievable. The disabled bay in the vicinity of the works will be relocated as necessary. This is an advisory disabled bay and not subject to a formal TRO. Any relocation requirements will be subject of a details submission (Condition 27).

Work Areas 8 and 9 Middle Park Way

- 7.105 In light of the HCC comments previously made on the access to this compound area for the Middle Park Way culvert works from High Lawn Way, the access to the land to the south of Middle Park Way has been amended to be from Middle Park Way itself due to the tracking constraints of the Middle Park Way/High Lawn Way junction. This access proposal is considered appropriate and seeks to minimise hedgerow loss through allowing vehicle movements to come straight across from the northern access.

Culvert Compounds

- 7.106 The Highways Authority have provided comments relating to the culvert works areas under the shaft compound considerations set out above. The application has been amended since first submission to consider the culvert works as being submitted in outline only. As this is the case the details provided in the Works Area Summary may be subject to change as a result of the final design and therefore the drawings submitted showing details of these works are considered indicative only (an updated Works Area Summary would be required as part of any future RMA application). The Highway Authority have advised that they will review the requirements set out within the Works Area Summary through the S278 process and seek to minimise the impacts of any agreed works.

Reinstatement Works

- 7.107 A suite of reinstatement drawings have been submitted by the Applicant which show the extent of reinstatement works at and around the compounds. Reinstatement of the highway will be subject to the need for a S278 agreement and be secured holistically within the technical approvals and S278 process for the compounds in accordance with the drawings submitted. The Highways Authority are seeking that reinstatement works are completed within 2 months of the works at any given compound being complete. The Applicant will be required to forward programme with the Highway Authority to ensure road space availability does not delay the

reinstatement works. The proposed reinstatement works are shown on the landscape reinstatement plans and will be secured by condition and S278 agreement.

Impact on Public Rights of Way (PRoW)

- 7.108 In respect of the impacts on PRoW the HCC Countryside Services have provided comments regarding the impacts on diversions and permanent closures. The HCC Highways have stated that the reinstatement of any PRoW should be included within the future S278 submissions to the Highway Authority to ensure that the design and appearance of the reinstated surface is of a high quality, safe and inclusive, whether that be a formally surfaced route or part of an informal grassed route (in respect of non HCC land this will be covered by condition 26).
- 7.109 As a result of the proposed works at Bedhampton Pumping Station, permission is being sought for a permanent diversion of the public footpath (34) which currently runs through the site. For security reasons the new diversion will require fencing on either side to prevent public access into the operational part of the site. To avoid dividing the site, and ensure unhindered access to Portsmouth Water's assets for ongoing maintenance, the proposed diversion route runs around the edge of the site. It will include a new footbridge over Lower Mill Pond and rejoin the footpath adjacent to the railway line. It is considered that the routing and design will provide a more attractive and a safer route for walkers compared to the existing path. Tree and vegetation loss has been minimised as far as practicable and tree protection measures will protect remaining trees during construction (condition 10). No objection has been received to the diversion and the County's Countryside Access Team/Officer is content with the siting, design and location of the footpath. To secure the right of way a S106 obligation/agreement will be required to cover the following:
- Commuted sum to be payable to Hampshire County Council for the surface and structures of the proposed diversion of Footpath Havant 34. The sums shall be in accordance with the Highways Authority standard values and lifecycle multipliers for the unbound surface and the bridge (to be covered by S278).
 - The permissive public access right to cycle the route of Footpath Havant 34 for that length of FP34 that is within their land ownership in perpetuity (section 106).
- 7.110 Conditions will also be necessary to control certain elements of the footpath. These are linked to fencing; surface width and design standards; and public access in perpetuity (conditions 11,12, 13 and 14).

Travel Plan

- 7.111 The Applicant has provided a Travel Plan addendum (dated 20 February 2025). This document is an addendum to the consented Travel Plan for the reservoir works (dated 14 December 2022). The addendum Travel Plan seeks to work alongside the consented travel plan with additional measures which are specific to the pipeline works including commitments in relation to the use of the reservoir site parking and any shuttle bus as well as additional shuttle bus provision from Bedhampton Station. The Highway Authority are content with the proposed addendum and measures therein. An additional approval fee of £750 will be required for the addendum to be secured through the S106 (see planning obligations section table below). The HCC consider that the existing monitoring fee for the full Travel Plan is sufficient to cover

both documents, however confirmation ahead of the drafting of the S106 will be required on whether the travel plan bond held by the Highway Authority is able to be applied to both agreements. An additional bond requirement may be necessary if this is not the case.

Phasing

- 7.112 A phasing plan document has been submitted to support the application (dated 20 February 2025). The HCC consider that whilst this is useful to understand the proposed build programme, this must retain some elements of flexibility to accommodate road space availability. Any conditions securing compliance (see condition – Phasing Plan) with the phasing plan should facilitate such reasonable adjustments to the plan and there should be ongoing engagement between all parties to ensure broad compliance with the overall phasing proposals can be achieved.

Conclusions on Highway Matters

- 7.113 The Highway Authority raise no objection to the application, subject to the conditions and obligations summarised at paragraphs 7.113 and 7.114 and those referenced and mentioned in the preceding paragraphs. It is noted that drawings within the latest submission of details relating to the proposed culvert works have been amended to be in outline form only. As these are outline matters and the principles of the works design are not yet agreed by the HCC these drawings will not be referenced within the consented plans so as not to bind the Highway Authority to details which are not agreed with Hampshire County Council as an asset owner. This is noted by the LPA and certain of the drawings as listed in Condition Number 2 are therefore to be regarded as illustrative and subject to a future RMA (condition 3).
- 7.114 Taking all these highway factors together it is considered that the site is sustainable in transport terms, subject to the mitigation measures proposed and secured via the S106/S278 agreement (listed at paragraph 7.114 and 7.115) and conditions (listed in the conditions section of the committee report). Overall, the impacts on the highway network are not considered to be significantly harmful to the safety or free flow of the highway network. It is clear in paragraph 116 of the NPPF that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Following the implementation of the agreed mitigation proposals required by the S106/278 agreements and conditions, these are considered to mitigate the impact of the development on the highway network both during the construction works and post the completed development once the land is reinstated and PRow diversions complete.

Mitigation – Conditions and Planning Obligations

- 7.115 The HCC have recommended conditions relating to the following matters: (i) prior to road closures provide details of diversion routes and bus stops (see condition 25, 26 and 27); (ii) the submission of CTMP prior to the commencement of any phase which accords with the fCTMP and works area strategy (see conditions 3, 25 and 26) and (iii) Details of the culvert design for Purbrook Way, Dunsbury Way and Middle Park Way along with the agreed Flood Water Management Plan and FRAP approval from the EA to be submitted as a reserved matters application along with a maintenance strategy for the structures (see condition 2 and 16).

7.116 The HCC have requested the following matters to form part of the S106 and 278 obligations associated with the development:

- (i) Prior to commencement of the development to implement the addendum travel plan and pay all associated approval, monitoring and bond requirements.
- (ii) Prior to the commencement of any works area to submit the detailed compound arrangements and reinstatement works inclusive of access details, all works on the highway and any works to the Public Right of Way network.
- (iii) Prior to the commencement of any works area to have entered into a S278 agreement in relation to the technically approved compound arrangements and to have completed these works to the satisfaction of the Highway Authority in accordance with the approved plans.
- (iv) Within 2 months of the completion of the works within any works area for the reinstatement works to be completed to the satisfaction of the Highway Authority (unless otherwise agreed in writing) in accordance with the approved plans referenced within this response for each works area.
- (v) Prior to commencement of any works to the Purbrook Way, Dunsbury Way or Middle Park Way culvert for the applicant to have entered into a S278 agreement with the Highway Authority to enable delivery of the required improvement works. This requires the entering of the S278 Technical Approval process and agreement to an appropriate commuted sum to cover the maintenance requirements for the benefit of the emergency plan for the life of the reservoir.

(vi) Impact on flood risk, hydrology and hydrogeology

7.117 The NPPF at paragraph 161 advises “*the planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change*”. At a local level, policy on flood risk is outlined in HBC Policy CS15. In addition, HBC Policy CS18, requires a flood risk assessment of the scheme and mitigation put in place to minimise risks.

7.118 The assessment of the scheme’s impact on the water environment is provided in Chapter 15 of the ES, which includes a detailed Flood Risk Assessment (FRA). In considering this matter the LPA (in consultation with the Environment Agency) is required to consider - (i) whether the location of the development is appropriate, in accordance with guidance relating to the flood sequential and exception tests; and (ii) then consider the impact on the water environment, including flood risk from the development, in terms of impacts during construction and the operation of the pipeline. Whilst extant consents for the reservoir (APP/90/00990) and the pipeline (APP/20/00991) considered the relevant policy requirements in the NPPF and local plan policies, and the application of the sequential test, this is a new planning application for a materially different pipeline scheme and needs to be reassessed on its merits.

The Sequential and Exceptions Test

- 7.119 Whilst the majority of the site falls within in flood zone 1, which has the lowest probability of flooding, parts of pipeline are in flood Zones 2 and 3, located adjacent to the Heritage and Riders Streams, which have a high risk of flooding (refer to paragraph 1.3). The NPPF assigns vulnerability types to land use. The vulnerability types range from water-compatible to essential infrastructure. As with the extant consent APP/20/00991 the dual pipeline is considered “essential infrastructure” and can be compatible with a high risk of flooding (flood zone 3), subject to appropriate mitigation. However, the proposals must satisfy both the sequential and exception tests, as set out in the NPPF, for development to be permitted.
- 7.120 In this case, the requirements for a “*sequential test*” should be considered alongside, the land use allocation of this site in the development plans for a reservoir and safeguarded pipeline corridor (Plan Policies - Policies AL6, CS18 and CS19. As such the proposal complies with the sequential test. As the site is allocated for a reservoir and pipeline in the adopted plans, government guidance outlines that an exception test is not required both due to the nature of the development and given that it complies with adopted policy. This position equally applied to the extant scheme and still holds good for the new proposal.
- 7.121 The Flood Risk Assessment (FRA), considers the impact of the development from construction and when the pipeline is operational. The FRA considers the impacts of fluvial, tidal and surface water flooding. In addition, it considers the impact of artificial flood risk, which is that created by the pipeline, and the proposed mitigation measures. The consented reservoir would operate as a pumped storage reservoir utilising surplus water from the Havant & Bedhampton Spring source. The dual bi-directional pipeline is, therefore, required to allow for the transfer and discharge of water between the Bedhampton Springs and the reservoir (and future proofed should the SW DCO be granted, albeit that this is not material to the current proposals).
- 7.122 The EA has raised no objection to the proposal and its impacts on flood risk which also includes the amendment of the culvert design to being an outline element. The Applicants FRA and FRA addendum and the accompanying modelling information demonstrates that the pipeline can be constructed and operated without increasing flood risk. However, the EA consider it is necessary to condition the upgrades to the existing culverted road crossing to ensure that the emergency drawdown flow from the reservoir can be safely conveyed through the crossings without increasing risk to residential receptors. The EA state that there should be no permanent land raising or siting of above ground infrastructure within areas shown as Flood Zone 3, unless equivalent flood plain storage volume can be provided. Any loss of floodplain storage could potentially increase risk to nearby receptors. In this case there is no permanent land raising above ground infrastructure.

Impact on the Water Environment

- 7.123 The overarching strategy of the Havant Thicket Reservoir project (including the proposed pipeline) is to reduce abstraction from the nearby River Itchen, designated as a Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) and the River Test (SSSI) whilst maintaining a resilient water supply to the area.

- 7.124 The Applicant asserts that there will be further benefits to the flow regime and productivity in the downstream Riders Lane Stream and Hermitage Stream as a result of a more consistent flow regime and more consistent water quality inputs from the new pipeline route. There is also a major benefit to the downstream Chichester and Langstone Harbour SAC SPA SSSI Ramsar in terms of nitrogen load. The approved reservoir will also have benefits to the downstream flood risk by reducing the volume and frequency of peak flows.
- 7.125 Water quality changes predicted for the Riders Lane Stream and Hermitage Stream are likely to result in an improvement in primary and secondary productivity (which is considered positive), with no negative effects on ecological functioning of watercourses or Water Framework Directive (WFD) status anticipated.
- 7.126 The reservoir will reduce flood risk along the Riders Lane Stream and downstream to the Hermitage Stream by managing flows and the increased culvert capacity proposed for the three Riders Lane Stream culverts and will reduce flood risk in that catchment. The detailed design of the culverts will be subject to an RMA submission and consultation with the Environment Agency.
- 7.127 The pipeline impacts are temporary during the construction phase. With the successful implementation of mitigation measures identified in the REAC in the OEMP in Appendix A2.1 of the Environmental Statement Volume 4, in particular adhering to best practice techniques when constructing pipeline and shaft infrastructure within the vicinity of the Bedhampton Springs, the works would not result in adverse effects that would be significant on the water environment and there are no objections from any Statutory or Non Statutory consultee in that respect.

EA Comments on Groundwater Protection (paragraphs 7.127 to 7.129)

- 7.128 The majority of the works associated are on greenfield locations and underlain by unproductive strata or secondary aquifers. As such there are not likely to be many groundwater quality/contamination issues with the proposed development. There will be some interaction with the underlying chalk aquifer and associated inner source protection zone for the Havant and Bedhampton springs. It is in the area where interaction could occur that concerns could arise regarding risks to groundwater resources. The EA are however largely satisfied that sufficient regard for this is included in the ES accompanying the application.
- 7.129 The EA state that two landfills are present along the route, both of which are in the vicinity of and relate to Portsmouth Water Works at the Havant and Bedhampton springs. There is no information to indicate that any higher risk material were deposited at these site. It is noted that the works in this area are stated to be above ground level. The EA state that if any groundworks are proposed at any point which may result in disturbance of these landfills, then the EA would need to be consulted at the earliest possible stage to confirm acceptance of the work (informative appended).

- 7.130 The EA consider that the shaft tunnels that penetrate through aquifers have the potential to pose a significant risk, in terms of issues such as turbidity and mobilising contamination. The EA are however reassured that the shaft tunnel nearest the springs is expected to remain fully above the chalk and this will greatly reduce the risks. It would not however totally eliminate the risks, particularly if tunnelling was to proceed too close to the base of the overlying Lambeth Group (geological rock strata found in Hampshire). While the risk of contamination sources at shaft tunnels locations are not high, a watching brief is recommended during any tunnel construction for any sources of contamination (condition 19).
- 7.131 This view is shared by the Council's EHO, who has recommended revised wording to the EA condition which is considered acceptable to the EA..

Drainage Management Plan (DMP)

- 7.132 A DMP has been submitted with the application which also covers the reservoir (It must be noted that relevant consents are required for the reservoir project itself under reference APP/20/00990 *Condition 32* drainage management plan). However the outline elements of the current proposals would be prepared for the scheme as part of the related Reserved Matters applications. This would include details such as design standards, pollution control/interception, outfall locations, earthworks, access roads and haulage routes and surface water drains. Sustainable Drainage Systems (SuDS) would be included in the drainage design. It would also include details of how the construction compounds would safely manage surface water flows in line with Environment Agency guidance (condition 8).

Environmental Permits

- 7.133 The Applicant is advised by the EA that permits would be required, under other legislation (please see appended informatives). These would cover the following: any controlled discharges to the Riders Lane Stream, Hermitage Stream and Lavant Stream; a Flood Risk Activity Permit (FRAP), as the application sites designated main rivers, such as the Hermitage and Riders Streams, and areas that are in Flood Zones 2 and 3. As such the construction of the pipeline corridor, culvert engineering works and construction compound would require a FRAP.; and for any works within 8m of an Ordinary Watercourse, for example, the pipeline construction crossing the Lake Stream and/or the culvert improvements under the construction access road for the headwaters to the Riders Lane Stream, would require an Ordinary Watercourse consent from the LLFA (these have been appended as informative).

Emergency Drawdown Strategy

- 7.134 As discussed above, the pipeline will pump surplus water from the Bedhampton spring source, would also be used to provide an Emergency Drawdown facility to safely reduce the water level in the reservoir - in line with the requirements of the

Environment Agency Guide to Drawdown Capacity for Reservoir Safety and Emergency Planning. This approach is considered acceptable and there are no statutory objections to the drawdown strategy.

Flood Warning and Evacuation

- 7.135 The application is supported by an Emergency Flood Plan which has been assessed as an acceptable strategy by the LLFA. The EA states that they do not comment on or approve the adequacy of flood emergency response procedures accompanying development proposals. The EA's involvement with this development during an emergency would be limited to delivering flood warnings to occupants/users covered by their flood warning network.

(vii) **Amenity Impacts**

- 7.136 The NPPF at paragraph 187 (criterion e) sets out national policy in relation to noise and air quality which seeks to prevent new development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

- 7.137 At paragraph 198 of the NPPF it is stated that “planning decisions should also ensure that new development is appropriate for *its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:*

(a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

(b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

(c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

- 7.138 Minimising the effects of pollution (noise and air quality) on residential amenity is set out at a local level in HBC Policy DM10.

- 7.139 The principal effect on residential and other adjoining land users will be from noise, dust and vibration associated with construction activities (including the siting of temporary infrastructure) and increased traffic during construction phases. In terms of outlook, privacy and visual harm there will be temporary impacts from various compounds and traffic routing and overall it can be held that there would be no permanent loss of light, privacy and outlook arising from the completed pipeline and the external elements which includes works at the

Bedhampton Pumping Station - Motor Control Centre kiosk; Powdered Activated Carbon (PAC) dosing unit; valve slab; new transformer, surge vessel and compressor kiosk. The other external works including the above ground pipework (at Bedhampton Building 2) will have a limited impact and will not result in any loss of privacy, light or outlook owing to the separation distances to nearby occupiers (see assessment below)..

Light Impact

- 7.140 In order to avoid impacts on nearby residential receptors lighting at construction zones shall be controlled to the minimum luminosity necessary so as to avoid light spill and glare to residents and any ecological receptors. Where appropriate, lighting will be activated by motion sensors to prevent unnecessary usage. The lighting will be required to comply with the "*Institute of Lighting Professionals' Guidance notes for the reduction of obtrusive light*" (01/21). All construction lighting will need to be designed, positioned and directed so as not to cause unnecessary disturbance and interference with local residents. This provision will particularly apply where working is required in winter and early evenings (not beyond agreed hours of construction which restrict working into late evening Saturday, and not at any time on Sundays and Bank Holidays).
- 7.141 The light and glare from lighting will also be temporary and controlled through condition (see condition number 28) to ensure lux levels and direction and design is optimised to ensure no adverse impact arises to living conditions and any ecological habitats. The lighting along the diverted footpath will be low impact and designed to minimise environmental impacts and providing suitable security (see condition 28 and covered by S278 Agreement).

Air Quality (Including Dust)

- 7.142 The assessment of the scheme on air quality is set out in the ES. The air quality in the area of the pipeline corridor can be considered good, with measured pollutant concentrations below relevant air quality criteria. There are no Air Quality Management Areas (AQMAs) within the HBC administrative boundary.
- 7.143 The air quality assessment includes a review of existing air quality conditions, a detailed assessment of construction dust impacts, and a quantitative assessment of the effects of construction traffic. The air quality assessment and consideration of potential air quality effects during the construction and operation of the proposed development makes appropriate reference to relevant guidance.
- 7.144 Based on the predicted number of vehicle movements the ES concludes that the impact on air quality would be negligible. With appropriate mitigation measures in place, any adverse impacts resulting from the construction works and workforce trips would be minimised such that there would not be any residual significant effects on nearby residential receptors whilst construction takes place and none once the development is complete.
- 7.145 Mitigation measures to control dust are included in the *Record of Environmental Actions and Commitment in the Outline Environmental Management Plan in Appendix A2.1 of the Environmental Statement Volume 4*. Any effect on air quality from construction traffic would be temporary and would not be significant.

The proposed mitigation measures set out in the ES are considered extensive and Officers concur that with mitigation the residual construction dust effects would be minor. As such, the constructional effects can be mitigated through implementation of the CEMP and the measures contained therein (which include inter alia, site management, complaints procedure; adhering to the BPM; monitoring, site inspections; locating dust activities away from receptors; screening; robust fencing; avoid mud on site; watering dusty areas; appropriate storage of materials; no engines running; covering plant/machinery; use of water assisted dust sweepers; use of hard surface haul roads; wheel washing) and updated CEMPs for each phase/work area will also be secured by condition. The impact on nearby schools will be controlled through conditions (see 25 and 29) which prevents construction work taking place during school terms and only taking place during school holidays, this will also reduce noise and disturbance.

- 7.146 The major influences on air quality during construction are likely to be dust generating activities from earthworks, construction and exhaust emissions, from plant and vehicles. Potentially, nuisance can be caused by the deposition of demolition and construction dust. It is inevitable that there will be dust associated with the construction and measures to control and mitigate dust emissions are routinely and successfully applied to construction projects and are proven to significantly reduce the potential for adverse nuisance dust effects associated with construction. The use of mitigation measures is routinely used in major infrastructure projects, as appropriate, to reduce the impacts, along with guidance on what monitoring should be undertaken during the construction phase. Subject to a condition requiring details of dust suppression measures as part of condition 25, 29 and the measures set out in the Construction and Environment Management Plan (CEMP) for each phase (see summary at paragraph 7.145), it is considered that the effects from dust nuisance would be temporary and can be mitigated.
- 7.147 The Council's EHO has assessed the construction traffic movements, (including the comments of the Highway Authority), and concluded that the traffic diversions and HGV vehicle movements are unlikely to result in any temporary breach of an air quality objectives over a relevant period (typically 12 months, but equally expected to apply to short term limits). Considering health-focussed local plan policies, a temporary adverse impact upon relevant local exposures (to Air Pollutants) could in principle occur. The EHO recognises that these effects would be temporary in nature and would thus not contribute materially to the health impacts of cumulative exposures, as is assumed to occur in the underlying health-based standards (e.g. the WHO Guidelines). Issues arising from road closures, highways diversions and construction traffic are considered to fall more appropriately under the highways function, impact & amenity, rather than that of Air Quality. In terms of dust. The EHO agrees that with the mitigations outlined, the residual impact of the development would be acceptable.

Noise and Vibration

- 7.148 A Noise Report (Chapter 12 of the ES and a Revised Noise and Vibration Management Plan (October 2024) support the application. These reports predict the impact of noise and vibration on noise sensitive receptors (residential and non-residential) within 300m of the proposed pipeline route, site compounds and work areas and the development at the Bedhampton Pumping Station.

- 7.149 The reports recognise that there will be impacts from noise, on noise sensitive receptors (residential and non-residential), and that “*significant impacts*” will arise from the construction phase. No significant impacts are predicted from operational noise once the pipeline is up and running and the physical works as set out in Table 2 are in place, subject to all the mitigation and details being implemented, monitored and reviewed as the development progresses. This conclusion also takes into account the third party comments and the assessment of the Council’s EHO. The impacts of construction noise will be minimised, reduced using mitigation, best practicable means (BMP) and through communication with the community (condition 6). Despite the use of mitigation measures it is predicted that there will be 69 receptors (Applicants prediction) that will still be significantly affected by construction noise during the daytime. The report states that sound insulation and temporary rehousing will be considered on a case-by-case basis (see condition 5) which is supported by the EHO. This approach was not part of the extant pipeline scheme owing it to be a wholly open cut construction method with no micro tunnelling.
- 7.150 The Applicant indicates that 24- hour work will be conducted for tunnelling under the railway line (with no objection from Network Rail), and no other evening or night-time works are sought and a condition will ensure that there are no overground or underground works in other locations outside approved hours of construction (see condition hours of construction). After mitigation, there will be 11 receptors that could be affected by construction noise during the evening and night-time (and could legitimately enact the mitigation set out under condition 5). However due to the short duration of these works, the report concludes that these receptors will not be significantly affected which is confirmed by the Council’s EHO, and they are therefore not included with the aforementioned 69 receptors.
- 7.151 More localised impacts have been identified from vibration during construction, with 29 receptors being identified where there could be vibratory effects. This will include from ground compaction, piling and from micro-tunnelling. The report states that impacts can be reduced through use of BPM and overall that the impacts will not be significant because they will be of short duration and will occur during the daytime only (condition restricting night work and daytime only condition).
- 7.152 Officers in consultation with the EHO consider that at this stage, the noise report can only give an indication of those receptors who may be adversely affected by noise and vibration during construction works and the impacts are the worst-case scenario which is the correct approach to take. It is accepted that a major development of this scale and nature in a predominantly residential area will result in some adverse and significant effects. The Council’s EHO advises that the use of mitigation and effective communication by the Applicants appointed contractor will be critical to minimise the harm and duration of adverse effects. The BPM will be critical to ensure that the number of those significantly impacted are minimised for the duration of the construction period through the various phases and provided opportunities to convey their concerns and the mitigation measures adjusted or amended to meet these concerns.
- 7.153 The Applicants supporting reports sets out that that during construction, significant effects will be reduced by adhering to daytime works. For the most part the works will be of short duration thereby reducing the impact further. Therefore, fixed working hours and days will be essential. For this reason, Officers in

consultation with the EHO recommend that construction works should be controlled and monitored as the phases progress and tailored to the specific work areas. This would exclude tunnelling works under the railway line for the reasons set out previously. The Control of Pollution Act 1974 (CoPA) gives the Council powers to control noise and vibration from construction sites and other works. Under Section 61 of the CoPA it allows contractors to apply for “Prior Consent” and agree working hours (in consultation with EHO Officers), site noise levels and other measures prior to work starting which provides a further layer of control to ensure that residents amenity and living conditions will be protected. Whilst EHO Officers are content to agree hours through the CoPA, the planning regime also considers the hours of construction a material consideration and these are considered matters which should be conditioned or details provided.

- 7.154 When considering the thresholds for noise insulation or temporary rehousing, Officers consider the duration of works quoted within the noise report are not of “short” duration (e.g. over 60 weeks’ worth of work is given at Shaft 5 Table 12-19 of the noise report). For this reason, it will be important for the Applicant to provide concise details regarding the nature and duration of works during each phase. For that reason a condition of mitigation measures will be required for each construction phase. The EHO has also recommended that a phase specific Construction Environmental Management Plan (CEMP) is submitted and agreed prior to the commencement of each phase (see condition 32).

- 7.155 The Applicant’s noise report states that noise insulation or temporary housing will be considered on a case-by-case basis. Officers would require further details and reassurance that any affected 3rd Party could be effectively compensated, and by condition the LPA would expect details regarding these arrangements (condition 30).

- 7.156 The Applicant’s noise reports states that noise arising from plant installed at Bedhampton Pumping House will be below background noise levels and would not adversely the nearest residential receptors. The Council’s EHO is content with this conclusion and no harm would arise from plant to nearby residential receptors.

- 7.157 The ES concludes that there are no permanent impacts from the proposed “*emergency drawdown discharge structure*” at Hermitage Stream. However, the EHO required details of the plant which will be installed, and what the potential noise impacts could be on nearby receptors. Where there are potential noise impacts then these will need to be assessed in accordance with BS 4142:2014+A1:2019. Upon receiving updated information the EHO is now content that with respect to the Emergency Drawdown Discharge Structure, that noise from this permanent structure will not have an adverse impact on nearby residential receptors and no condition would be required.

- 7.158 The applicant argues that vibration impacts are not significant due to the temporary nature, short duration of works and the fact they will only occur during the daytime. Again, officers in consultation with the EHO consider that clarification of the details concerning the nature and duration of works during each phase will be required (condition 32). Importantly tunnelling under the railway line will take place on a 24-hour basis and so the potential vibration impacts should be reevaluated. In summary, Officer’s therefore require that a

noise and vibration assessment prepared in accordance with BS 5228-1:2009+A1:2014 is submitted and approved prior to each phase of the development. This assessment shall include details of the eligibility for noise insulation or temporary rehousing (condition 34). In respect of any piling works to be carried out the EHO recommends that where possible the least intrusive noise and vibration method of piling shall be employed at the site and acoustic shrouds shall be used to minimise the impact. It is also recommended that no piling works shall commence until 0900 hours and this would be reflected in the Phase wide CEMP.

- 7.159 The EHO considers that perceptible vibration of a dwelling could be a greater stressor/trigger for anxiety than noise, and advocates for the agreement of thresholds, monitoring of impacts, and provision for temporary relocation that apply to noise, to apply equally to vibration, in addition to the survey provisions. Given the pipeline route. The EHO considers that in the case of residences, the perception of adverse impact is more likely to arise as an issue than material structural damage and therefore has to be considered as part of the temporary relocation (see condition 34).

Community liaison and communication, including complaints procedure

- 7.160 The Council's EHO emphasises the need for the applicants appointed contractor to produce and implement "a complaints procedure" prior to commencement of construction works. The procedure should identify a dedicated first point of contact to deal with any enquiries and to resolve any environmental pollution (noise, vibration, dust and light) complaints that may arise during the construction and site compound set up. Reasonable steps shall be taken to engage with the community, particularly focusing on who may be affected by construction impacts including local residents, businesses, and educational establishments. Those affected by the construction works will be required to be informed in advance of the works taking place. The notification as a minimum will detail the estimated duration of the works, the working hours and the nature of the works. In the case of works required in response to an emergency, the local authority, residents, businesses etc shall be advised as soon as reasonably practicable. A helpline shall be made available for the handling of complaints and enquiries from members of the public regarding construction activities (including a 24-hour telephone number for tunnelling works taking place under the railway line). The helpline shall be widely promoted and displayed on site signboards and hoardings. A process for handling complaints shall be established whereby all calls will be logged together with the response, including action taken to resolve the complaint. A dedicated point of contact including their contact details shall be provided to the Council's Environmental Protection Team and LPA Officers. These measures will be secured under condition 6.

Temporary Housing and Compensation

- 7.161 The Applicant is committed to rehouse and compensate those residents significantly affected by the construction, which was not an approach thought necessary or relevant for the extant pipeline permission owing to no tunnelling being proposed, however Original scheme was subject to noise and vibration assessment updates and stated that *'the assessments shall include likely eligibility for noise insulation or temporary rehousing'*. The Applicant's noise

report identifies some receptors who may be affected by significant levels of noise despite Best Practicable Means (BPM) being applied. For this reason, the EHO recommends a condition be attached requiring a scheme for the installation of noise insulation or the reasonable costs thereof, or a scheme to facilitate temporary rehousing of occupants, as appropriate, which will be implemented by the developer. The scheme shall include provision for the notification of affected parties. The scheme shall include provisions which are to be made for buildings that are likely to be particularly sensitive to noise (including educational establishments), upon application by the affected party. The EHO considers that the following circumstances will apply and covered under condition 5 and 29.

7.162 Noise insulation or the reasonable cost thereof will be offered by the developer to owners, where applied for by owners or occupiers, if either of the following apply to property lawfully occupied as a permanent dwelling:

- (i) where the predicted noise level exceeds the noise insulation trigger level, as presented in Table E.2*; or
- (ii) where the total noise (pre-construction ambient plus construction noise) is 5 dB above the existing airborne noise level for the corresponding times of day, whichever is the higher; and
- (iii) for a period of 10 or more days of working in any 15 consecutive days or for a total of days exceeding 40 in any 6-month period.

7.163 Temporary rehousing, or the reasonable costs thereof, will be provided by the developer, where applied for by legal occupiers, where the construction of the development causes, or is expected to cause, construction noise levels (pre-construction ambient plus construction noise) to exceed which is the higher of either:

- (i) 10 dB above any noise levels in Table E.2*; or
- (ii) 10 dB above the existing ambient noise level for the corresponding time of day, whichever is the higher; and
- (iii) for a period of 10 or more days of working in any 15 consecutive days or for a total number of days exceeding 40 in any 6-month period.

(*Refer to British Standard 5228-1:2009+A1:2014 (Code of practice for noise and vibration control on construction and open site – Noise)

Conclusions

7.164 The approach and methods used to predict and assess noise and vibration from the proposed scheme are considered relevant and robust. They reflect good practice and are similar to the approach and methods used for other large scale projects. The choice of approach and methods used generally takes a 'worst case' based approach to predicting and assessing impacts which leads to confidence that the outcomes do not under-estimate the likely noise and vibration effects and this based on the nature of the scheme compared to the outline consent previously approved. The level of supporting information also allows the LPA and its technical officers to more accurately predict construction impacts and the effectiveness of the mitigation proposed which would otherwise be secured by condition.

- 7.165 The predicted noise levels from different phases of the construction and operation of the scheme and associated traffic noise, and the resulting change in noise level relative to the baseline, have been predicted using established and ratified industry methods as confirmed by the Council's EHO. Consequently, the predicted impact magnitudes presented within the ES are considered appropriate.
- 7.166 The ES concludes that short-term significant noise effects are predicted at 69 receptors. This is a worst case assessment and impacts are likely to be lower. They will be minimised with temporary acoustic screens, implementation of best practicable means and through good communication and subject to the conditions requiring further details which would provide an additional layer of control and assessment. It must be noted that the noise disruption from the original pipeline scheme would have affected a much larger number of residential receptors (1100) than the new scheme where temporary significant effects are predicted but limited to a smaller number of existing receptors (including schools). This is not an overriding matter in the assessment of the current scheme, however it is welcomed in reducing the overall impacts of the development.
- 7.167 Mitigation measures to control noise and vibration are included in the REAC in the OEMP in Appendix A2.1 of the Environmental Statement Volume 4. An important element of the proactive approach to limiting the potential significance of effects is to ensure that the public and residents are kept fully informed over the scale and nature of the works, when they are to take place, and who to contact if disturbed by the construction activities. To ensure good community consultation for the project, the Applicants are proposing measures such as letter drops that will take place in the locality advising residents of the programmed works and when they will take place. The OEMP, Appendix 2.1 of the ES, provides a record of environmental actions and commitments which aim to minimise effects during construction.

Other Impacts – Outlook, Privacy and Daylight

Bedhampton Pumping Station

- 7.168 The impact from above ground works once the development is completed are located at Bedhampton Pumping Station and comprises the following:
- *Outside Bedhampton 1 Building* - A MCC (Motor Control Centre) kiosk, a new generator, and a fuel tank.
 - Powdered Activated Carbon (PAC) dosing unit (inside a shipping container) and storage silo.
 - *Outside Bedhampton 2 Building* - An above ground valve slab, new transformer, surge vessel and compressor kiosk (to provide surge protection to the pipelines).
 - Other minor changes in external appearances of the building (e.g., roller shutter door replace window, single door replaced with double door, extension to building roof);
 - Above ground pipework with surrounding fencing enclosure attached to the East and West of the Bedhampton 2 building; and
 - Permanent diversion of public footpath 34.

- 7.169 The works set out above are sited far enough away from existing residential properties, with existing screening and the intervening railway line, that there would be no significant harm to the western outlook to the nearest properties along Brunswick Gardens. The works and infrastructure are of a scale that would not be over dominant and incongruous, and they are not considered to harm the outlook or privacy of immediate neighbours as there is no habitable accommodation proposed and their primacy functions relate to the transfer of water to the reservoir.
- 7.170 The diverted PROW has been welcomed in respect of its appearance, design and improvements in access for walkers and cyclists. The diversion would not result in any new material harm arising in respect of outlook and privacy as it moves away from the northern boundary and the existing residential units. The route will be fenced and landscaping so that it provides an attractive route and any lighting will be low level designed to minimise light spill to ecological and residential receptors.
- 7.171 The Emergency Discharge Kiosk is a low level building with a minimal impact on the character and appearance of the area. It is a functional building and forms a piece of essential infrastructure. It is sited and positioned far enough away from the nearest residential properties to not affect outlook negatively.

Shafts and Culverts

- 7.172 The eight external shafts are low level with minimal impact on living conditions as views of them would be oblique. Shaft 1 was approved under RMA application APP/24/00204 where it was held that there would be no harm to the character and appearance of the area or the living conditions of adjoining land users. This assessment still holds with this submission and the other shaft locations. The scale and size of the shaft structures within the context of their locations and the wider approved pipeline route, will not cause any harm to the character and appearance of the area or impact on any nearby environmental receptors, including the living conditions of nearby occupiers.
- 7.173 There will be limited views of the Shafts where they will be finished to meet existing ground level for the manhole covers and the shaft walls will be finished 500mm below ground level. The materials to be used in their construction (concrete hardstanding) are considered appropriate whilst taking into account the functionality of the structures and their intended future use. The shaft structures will therefore integrate with the existing character, limiting ancillary clutter. It is considered that the design is sympathetic to and will integrate landscape without causing any material impacts. Their future maintenance and management will be subject to condition to ensure access and any upgrades are not anticipated to impact the amenity of nearby residents or highway safety (see condition 34).
- 7.174 The culvert locations (Purbrook Way; Dunsbury Way; Middle Park Way) and are submitted in outline and the detailed design which includes their external appearance, siting, scale and landscaping will be submitted pursuant to further reserved matters applications (condition 2 and 16). The RMA will be subject to further consultation at that stage, the principle of the culverts has been considered acceptable and no objection has been raised from any statutory consultee including the Environment Agency. At this stage Officers are satisfied that the outlook and

privacy of land users can be controlled through the RMA to ensure that there would be no harm caused.

Pipeline (Tunnelled and Open Cut)

- 7.175 All underground and open cut pipeline once completed would not impact on any outlook or result in any loss of privacy owing to the nature of the tunnelled route below ground and the open cut being low level to meet existing ground levels, backfilled and the landscape reinstated. The pipeline infrastructure which includes the inlet pipes, air valve washouts are considered not to have any impacts on privacy or outlook.

Shaft Compounds

- 7.176 These locations are temporary works areas and are linked to the various phases of the development and around the 8 shaft locations and emergency discharge shaft. Once the development is completed these areas will be reinstated and the land returned to its former condition with improvements to ensure successful integration into the existing townscape and landscape. As a result, once the development is completed there will be no permanent loss of privacy or outlook. During the construction works these compounds will be visible, but will be robustly screened and fencing located around the perimeter for security. These measures will reduce their visual impact and also provide screening to minimise any loss of outlook to nearby residential receptors. Any temporary facilities, structures or cabins will need to be sensitively located next to any site boundaries of adjacent residential properties to ensure that their living conditions will not be affected. The change in the surroundings and the movements of construction traffic will be noticeable and will need to be managed as each successive phase of the construction progresses towards the reservoir (see condition 32).
- 7.177 The noise, disturbance, air quality and dust issues have been considered in the paragraphs above where it has been concluded that the harm will be short term, not permanent and with suitable mitigation can be reduced to acceptable levels, but not entirely eliminated. The vehicular movements of construction traffic and workers has been considered and assessed in consultation with the Council's EHO and HCC Highways where it has been held there would be no significant harm in respect of highway safety, free and safe flow of traffic, air quality, dust and noise and disturbance subject to compliance with the mitigation measures set out in the CTMP (subject to further assessment under conditions 25 and 26), CEMP and conditions referenced in the committee report.

Impact at Bedhampton and Shaft W1 Site Compound

- 7.178 The nearest residential properties are located to the north at Chadswell Meadow, Brunswick Gardens and Kings Croft Lane. Views to and out of the site will be obscured with existing vegetation/trees and these areas are also divided by the railway line. This part of the application site has the benefit of an existing RMA approval and works have commenced on this part of the site. The outlook and privacy of residents would not be significantly affected in respect of outlook, privacy and light (subject to details under condition 28) or compromised as a result of the layout of the compound infrastructure (subject to details under condition 32). Any impacts will be temporary and no long term impacts are

anticipated to arise from the completed works and the changes to the existing buildings.

Impact of Shaft W2 Site Compound

- 7.179 This shaft is located in the southwest corner of the Hooks Lane Playing Fields and west of the Havant Rugby Club Pitch and north of Bidbury Infant School. The compound has been sited sufficiently far enough away to allow a degree of separation that would not impact the outlook and privacy of the nearby school and the residential properties to the west along Beaufort Road (Nos 9-23). Views from first floor windows will see the compound infrastructure and works activities but would not diminish living conditions to a significant degree.

Impact of Shaft W3 Site Compound

- 7.180 This shaft compound is located to the north east corner of the Hooks Lane Playing Field, south of Hooks Farm Way and west of Hooks Lane and Harestock Road. The compound's infrastructure and haul road will be visible in this location from the adjoining residential properties, in particular from first floor windows to the houses along Hooks Lane and Harestock Road, however views will be obscured by intervening landscaping and separated by Hooks Lane. The impacts will be temporary and not long term and no significant loss of outlook, light and privacy will occur with the use of screening and temporary boundary fencing. This part of the tunnel route will be constructed by an open cut method and landscape reinstated. The impact of the loss of playing fields is addressed at paragraphs 7.218 to 7.225.

Impact of Shaft 4 Site Compound.

- 7.181 Shaft 4 and its compound infrastructure is located between an area north of Bancroft Way and west of Stockheath Lane and St Francis Place. The properties along Stockheath Lane will be separated by allotment gardens and open space and to the south by the Hermitage Stream. There is sufficient distance to all adjoining houses to prevent any loss of light, outlook and privacy. Whilst there will be glimpses of the site roads and infrastructure this will not be significant or long term once the landscape is reinstated.

Impact from Shaft 5 and Site Compound.

- 7.182 Of all the compounds this area is located in closest proximity to existing residential properties and their site boundaries. The impact will therefore be greater in this location with the need for careful siting and construction infrastructure, timings of deliveries and hours of construction and the avoidance of light spillage and noise and vibration.
- 7.183 The properties which would be affected in this location comprises the following:
- 7.184 *Numbers 1 to 17 Ellisfield Road:* The rear facing windows of these properties face west towards the compound and Shaft 5 located only 8m from the rear boundary of these properties. The impact will therefore be acute in respect of noise and disturbance from the digging of Shaft 5. There will be views from first floor windows and enjoyment of rear gardens affected during the daytime.

- 7.185 *Numbers 161 to 189 Purbook Way:* These houses are located to the south and separated from the compound by the road and therefore whilst there will be views from the north facing windows towards the compound there will be no significant loss of outlook, privacy or light from the works taking place in this location.
- 7.186 *Properties to the west along Riders Lane and Eversley Crescent:* These houses' windows either face north or south whereby any views are oblique and thereby not significantly impacting outlook or privacy. The closures of Riders Lane will be temporary and considered acceptable to allow for the construction to proceed and allow access for construction traffic.

Impact from Shaft W6 Compound

- 7.187 This Shaft and associated compound infrastructure is sited in close proximity to existing residential properties and their site boundaries. As with Shaft 5, the impact will therefore be greater in this location with the need for careful siting of construction infrastructure, timings of deliveries and hours of construction and the avoidance of light spillage and noise and vibration.
- 7.188 The properties which would be affected in this location comprises the following:
- 7.189 *210 – 220 Dunsbury Way:* these properties outlook is east (rear) and west (front) with no direct windows overlooking the compounds. Number 220 Dunsbury Way is the closest house to the northern tunnelled route. There is existing landscaping to the northern boundary which will be retained providing screening to the rear garden and first floor windows. This part of the route does not include any construction infrastructure and will be the subject of a future RMA for the culvert upgrades.
- 7.190 *Staunton Heights:* This is a L-shaped four storey block of flats with the southern windows facing towards the compound. These flats will have views of the compound however there is adequate separation (40m+) so as not to affect the living conditions in respect of outlook, privacy and light.
- 7.191 *43-49 Dunsbury Way:* These houses' rear gardens and windows face and bound the site compound. Most of the infrastructure is located to the eastern part of the site and therefore views will be from front facing eastern windows which will be oblique and are not considered to adversely affect outlook or privacy and light. The Shaft position is between the side facing facades of the units of Dunsbury Lane and Staunton Heights, which do not contain any habitable windows and there is therefore no impact on outlook or privacy
- 7.192 *74, 76,78 and 80 Riders Lane:* These two storey houses rear east gardens and windows are positioned towards the compound. The gardens depths are shallow and therefore the proximity of the rear facing windows would afford direct views of the compound and shaft. There is adequate separation to the shaft (25m) from rear facing windows and also the compound laydown and containers (39m). It will be critical that robust screening is in place near boundaries to protect privacy to all adjoining boundaries.

Impact of Shaft W7 Site Compound

- 7.193 This compound comprises a significant number of features which includes storage containers; offices; welfare facilities; and fuel tanks and which in some instances are located close to the boundaries of existing residential houses and their gardens. The Applicant's contractor, by condition, will need to demonstrate that through the position/location of such facilities that the amenity of adjoining occupiers is not materially affected to an unacceptable level noting the need for the proposal and its strategic importance for water delivery in the region. Of note the following houses will be affected:
- 7.194 *79-81 High Lawn Way* – This block contains no side facing windows so there will be no material loss of light, privacy or outlook. The site access is located east of these units and impact from vehicle movements has been addressed and will be mitigated by controlling hours of construction and light spillage. Along the southern boundary there is an illustrative siting of compounds which includes a generator. In respect of these compounds (three in total and 2 generators), further details will be required to ensure that they are of a scale that will not over dominate the side garden of the nearest house, the boundary screening is robust, no windows will face south of any type (including obscure glazed), and that the generators will not result in any noise disturbance (to be secured and controlled by condition for the works areas and updated CEMP as recommended by the EHO).
- 7.195 *85 High Lawn Way* – A two storey house with its outlook north and south, and whose rear garden southern boundary bounds the PROW which will be closed as a result of the works. The rear first floor windows will have oblique views of the compound and the shaft will be located circa 28m from the rear elevation. There will be no loss of privacy or outlook and light to this unit.
- 7.196 *69,71,73 and 75 High Lawn Way* – The rear boundaries of these houses face directly towards the compound. Nos 73 and 75 are the nearest with gardens depths of 29m. Whilst the compounds will be visible as they sited near the boundaries, with suitable mitigation (boundary screening and no windows in elevations facing toward the houses) there will no loss of privacy, loss of outlook and light to these houses.
- 7.197 To all the houses/properties set above there will be a noticeable change in their surrounding environs for a temporary period. However through suitable conditions and mitigation the impacts will be minimised (see condition 32).

Impact from Shaft W8 Compound

- 7.198 This shaft and compound is located to the northern part of the pipeline route as it enters Staunton Country Park and is an open cut construction. There is sufficient separation from all the site construction to the nearest residential houses to the west along Middle Park Way, Bondfields Crescent, Bitterne Close and Winterslow Drive so as not to materially affect their living conditions in respect of outlook, privacy and light. As with other culvert details these have been amended to outline form, and the future design will be subject to an RMA and the construction methodology will be further explored and conditioned should it be necessary at that stage.

Site Compound Layout Emergency Discharge Shaft

- 7.199 This compound and shaft is located between Shaft 4 and Shaft 5 and within an area southwest of Corhampton Crescent and northeast of Priorsdean Close and between the Hermitage and Riders Lane Streams. The access to the site and haul road will be from Purbrook Way which has been considered acceptable by HCC as Highways Authority and will not cause any highway safety issues, and the diversion of the cycleway and footpath diversions are acceptable to the Countryside Access Team. Four welfare buildings and parking spaces will be visible from the houses along Corhampton Crescent (in particular numbers 33-47) as well as the haul road which runs the length of Corhampton Crescent to Purbrook Way. The outlook will change for their south facing windows, however privacy will be maintained and there will be no loss of light. With mitigation including site hoardings this will minimise any harm (to be covered by condition 32).
- 7.200 The houses along Priorsdean Close will not be materially harmed in respect of outlook and privacy and there is adequate separation (50+m) to the compounds and the shaft location. This also applies to the houses to the northeast in Hermitage Close where adequate separation is achieved to ensure that privacy and outlook are not materially impacted.

Overall Conclusions of Amenity

- 7.201 The ES documents that from the construction phase, including construction traffic, there would be short term significant adverse noise effects mainly to receptors located adjacent to the pipeline shafts. Operation of plant within Bedhampton Compound is expected not to have an adverse impact. During the operational phase there would be no significant adverse effects on receptors. The ES finds that significant impacts due to vibration in either the construction or operational phase are unlikely. It is considered that these findings are precautionary and pessimistic and effective control of adverse noise and vibration effects from the construction phase can be achieved by implementation of a construction environmental management plan to ensure that, amongst other matters, construction HGV movements only occur at given times as assumed in the ES. Conditions requiring, inter alia, a Phase Specific Construction Environmental Management Plan (CEMP) and work areas details are considered appropriate.

(viii) Climate Change and Sustainability

- 7.202 The Applicant PW is committed in line with Government Policy for the UK to reach zero carbon emissions by 2050. Greenhouse gas emissions for the construction and operation of the scheme have been calculated, based on current design and construction information, and have been considered in the context of the UK's national carbon budgets and overall net zero carbon ambition.
- 7.203 The development seeks to promote renewable energy and low carbon design in the buildings to be located at Bedhampton Pumping Station as set out in Table 2 in accordance with NPPF paragraph 166(a). In addition, the pipeline design considers the effects of climate change and applies the appropriate climate change factors particularly to flood risk levels to ensure that the infrastructure is resilient to expected climate change and extreme weather events. The Applicant is committed for the reservoir to be carbon neutral by 2050. Overall the completed reservoir and pipeline will have a small contribution to overall emissions through trips to and from the site

by visitors. There will be temporary emissions impacts during the construction from plant, vehicles and workers trips. However there will be measures to reduce these impacts through the Travel Plan and using low impact technologies and the use of micro tunnelling which is less environmentally harmful than the extant permission.

- 7.204 The ES estimates that the construction of the pipeline would generate approximately 27,154 tCO₂e (tonnes of greenhouse gases, presented as their carbon dioxide equivalent of CO₂e). These greenhouse gas emissions would be generated by raw material extraction and product manufacturing, transport of materials and workforce to site, energy and water use during construction, and waste management.
- 7.205 Based on the above figures the scheme is deemed to be unlikely to cause significant effects on climate, or significantly affect the UK's ability to meet its emissions reduction targets. The scheme would therefore comply with the overarching climate change strategy set out in the NPPF at paragraph 161 and paragraph 164(b). The benefits of the scheme, including the reservoir, in the contribution it will make to the water environment and ecology must also be considered in the planning balance in line with the NPPF advice

Materials and Waste

- 7.206 The NPPF at paragraphs 222 to 224 sets out the objectives to protect and enhance the natural environment including the minimisation of waste and pollution. It also encourages sustainable use of minerals through use of secondary and recycled materials and minerals waste in preference to primary materials. Reference also is made to the impacts in respect of noise and dust being mitigated (paragraph 224 (c)).
- 7.207 The HCC Minerals and Waste Plan (2013) sets out, inter alia, policies relating to waste, these include ensuring an adequate supply of aggregate, maximising recycled and secondary aggregate production and the sustainable management of waste. In addition, the Plan states that a key objective is to maximise the reuse, recycling and recovery of construction, demolition and excavation (CDE) wastes. For non-hazardous waste, it sets targets for 60% to be recycled and 95% to be diverted from landfill by 2020. A review of the Plan in 2020 concluded that a partial update was required to ensure full compliance with NPPF and the NPPW. A Draft Plan Consultation was run between November 2022 and January 2023, with an updated Plan still to be published.
- 7.208 The ES assessment (Chapter 14) considers the impact of construction materials required during construction of the pipeline corridor. The assessment found that the effect would be negligible. The assessment also compared estimates of construction, demolition and excavation (CDE) waste that would be produced during construction to CDE waste produced in Hampshire and CDE waste received at waste management facilities in Hampshire. The assessment found that there would be negligible effects that are not significant from CDE waste produced during construction.

(ix) Other environmental impacts, geology, soils, contamination

Risks to Principal & Secondary Aquifers; Piling, Tunnelling

- 7.209 The Council's EHO following a review of the Applicants Geological & Geotechnical information is satisfied that the majority of the works do not risk adverse interaction with the principal aquifer, in terms of turbidity, flow pathways or contamination.
- 7.210 The details of construction methods provide clarity on the management options for addressing the risks of pathway creation, and will provide opportunity for observation and oversight. There are relatively few significant contamination risks identified along the pipeline route, the most likely potential source being the former fuel retail sites along New Road. The EHO's expectation is that the pipeline development will be required only to ensure that it does not create additional risk either through creation of a new pathway between existing contamination and a receptor that is not currently at risk of harm, or through the relocation and or reuse of contaminated soil.
- 7.211 The EHO considers that the Applicant's construction management and mitigation measures are adequate to control the risks to the secondary aquifer, any supported surface waters, and to prevent any tangible net adverse impact upon existing pollutant loading as a result of development. No objections arise to the over-grounding of pipelines at Bedhampton (P0), but similarly, there is no in-principal impediments from a risk perspective to excavations within- (i.e. tunnelling through) the landfill area, given what is known about its composition. For the purposes of the Materials Management Plan, arisings from excavations within the landfill area are likely to be excluded from reuse under the scope of the code of practice, as materials have already attracted waste status.

Geology, Soils and Contamination Risk

- 7.212 Contamination risks can arise from development activities and the relevant local policies DM10 & DM17, and NPPF paragraphs 187(f), 196 & 197 sets out the approach to this matter. The likely significant effects arising from any potential existing ground contamination are assessed principally in relation to health and safety, groundwater and surface waters, designated ecological receptors, plant growth and construction materials.
- 7.213 The general approach to assessment, as set out in the ES, is supported and consideration has also been given to geology, hydrogeology, hydrology and soil quality. Potential risks, where identified, and the likely significant effects associated with the proposed development have been assessed in terms of geological, geomorphological and soil attributes and also water and groundwater resources. The Council's EHO is satisfied that the assessment methodology has been developed in accordance with the relevant legislative framework and relevant planning guidance as it relates to the management of contaminated land and the impact of contaminated land on ground and surface water.
- 7.214 The ES (Chapter 10) identifies the potential for contamination and effect on human health at both the construction and operation phases. Chapter 10 refers to several exceedances of controlled waters Environmental Quality Standards (EQS) in both soil leach test & direct groundwater monitoring results. These cover a number of contaminants which includes; Copper (Cu), Lead (Pb), Nickel (Ni), Cadmium (Cd), and a group of priority PolyAromatics (PAH(5)). Elevated PAH(16) and Hydrocarbons (TPH-CWG) were also noted in some shallow soil samples.

- 7.215 The Council's EHO has considered the impact of these exceedances and the risks they pose on contamination, soil and reuse of soils. It is held that the soil results are not out of keeping with normal background levels (UKSO & BGS estimated), that not all leachable contaminants were represented in directly measured samples; that elevated concentrations were identified within the aquifer at trial holes that did not identify soils with leachable concentrations; and that some elevated concentrations within the secondary aquifer were identified at locations close to credible local sources.
- 7.216 While some natural soils tested did return results with elevated concentrations, there was evidence to support an assumption of attenuation with depth. The elevated concentrations identified are also noted to be distributed widely within the development redline boundary, and already be present at a number of locations in close proximity to the surface water channel. This provides reassurance that even where shallow soils are excavated and relocated within the development redline boundary, the provisions of Appendix 2 of the CL:AIRE code of practice (Definition of Waste: Code of Practice) are likely to be met (i.e. that levels of naturally occurring contaminants in imported- /deposited-/reused- soils are unlikely to materially exceed concentrations in soils at the receiving location).
- 7.217 Given the above factors, the Council's EHO is minded to recommend that weight be given to NPPF para 201 (the assumption that separate pollution control regimes will operate effectively) over the provisions of related contamination policies in respect to the issue of materials re-use, recognising the sustainability benefits of avoiding unnecessary materials movement &/or disposal. In conclusion no objections arise, and no conditions are proposed.

(x) Impact on Playing Fields and Open Space

- 7.218 Chapter 8, paragraph 96, of the NPPF (Dec 2024) places an emphasis on the need to achieve healthy, inclusive and safe places and beautiful buildings which promote social interaction, are safe and accessible and enable and support healthy lifestyles. At Paragraph 104 (criterion b) states that "*existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless, inter alia, the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location*".
- 7.219 In respect of development on playing fields the NPPF sets out the approach LPAs should adopt. The NPPF at para 104 states the "existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- (a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - (b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - (c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 7.220 The initial proposed pipeline routing resulted in a partial overlap between the section proposed to utilise open cut construction methods, and the HBC playing pitches which are also used by, amongst other community groups, the Havant Rugby

Football Club (HRFC). The Applicant has been in consultation with HBC (as the landowner), HRFC and Portsmouth Water, as a result of which a consensus was reached to realign the proposed pipeline around the playing fields rather than diagonally across them. The proposed scheme now only affects 'pitch 4' and a small training area close to Shaft 2 (known as Dingley Dell).

- 7.221 Sport England has considered the application (in accordance with National Planning Practice Guidance March 2014 – “*Open space, sports and recreation facilities, public rights of way and local green space*”) and in light of the NPPF (paragraphs 104) and its own policy on applications affecting playing fields (A Future for the Playing Fields of England). Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless the proposal meets an exception test stated in its policy
- 7.222 Consultation has taken place with Sport England, as a result of which they consider the proposed realignment of the pipeline as acceptable. Sport England confirm that they raise no objection on the basis that the application is considered broadly capable of meeting the E3 exception in their playing fields policy and paragraph 104 of the NPPF. This states: “*The proposed development affects only land incapable of forming part of a playing pitch and does not: reduce the size of any playing pitch; result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas); reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality; result in the loss of other sporting provision or ancillary facilities on the site; or prejudice the use of any remaining areas of playing field on the site*”.
- 7.223 The support from Sport England is subject to a S106 agreement providing for a £20,000 contribution to enable Havant Rugby Football Club to draw down from in order to pay for additional training slots on the rugby Artificial Grass Pitch (AGP) during the construction period. Sport England will also be seeking engagement with a specialist sports turf contractor/agronomist to advise and produce a scheme of works for the reinstatement of the playing field areas affected, support from the RFU in relation to any mitigation on impact on pitch 4, and mitigation for potential of balls flying into the compound area behind pitch 3 during use. The RFU have confirmed their support for the commuted sum payment.
- 7.224 While the proposed development could result in an impact on existing practice pitch 4 in the short term during construction, appropriate mitigation measures have been agreed and will be controlled through suitable planning conditions in respect of tree protection, landscaping and pitch reinstatement. There will be no long term impact on the use of the playing fields or in the character and appearance of this area of open space once the area is reinstated and landscaping matures.
- 7.225 In terms of the design of the pitches, an agreement has been reached with HBC Estates Manager to reinstate 'pitch 4' as a 60m x 35m pitch. This corresponds to the maximum size for U10 training and matches. It will also be reinstated with goal posts (which are currently not installed) to allow training use by other age groups. This will be reinstated by Havant Borough Council. The applicant has agreed to offer financial support of £20,000 to the rugby club and £30,000 for other community groups to cover justifiable proportionate associated expenses incurred as a result of the works

(such as additional bookings of the AFG astro-turf pitch or evidenced lost earnings) during the period. Collaboration with HBC is ongoing to locate alternative local playing areas if deemed required.. A specialist sports turf contractor/agronomist will advise and produce a scheme of works for the reinstatement of the playing field areas affected and details will be secured by condition as requested by Sport England set out above (condition 15).

(xi) Equalities Impact Assessment

- 7.226 In assessing the planning application, Officers have paid due regard to Section 149 of the Equality Act 2010 ("the 2010 Act") which is known as the public sector equality duty. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The grant of planning permission involves the exercise of a statutory function. It is the exercise of the function conferred by section 70 of the 1990 Town and County Planning Act. Therefore, the duty in section 149 of the 2010 Act does apply to the function of granting outline planning permission pursuant to section 70 of the 1990 Act.

Temporary Impacts on Protected Groups

- 7.227 The temporary impacts will arise from the construction phase of the development and these can be characterised as positive, negative and neutral.
- 7.228 Negative impacts arise from the loss of existing facilities (road closures, loss of parking, public rights of way; open spaces and sports pitches) whilst development progresses. It is inevitable that whilst the pipeline corridor/route is developed, and outdoor space/paths is lost for each phase, this will mean that children young people and mothers and older people will lose recreation space for play and passive enjoyment. This will mean that they may need to travel further afield to use similar spaces. This will be a temporary situation and will improve once each successive phases has been delivered and the landscape reinstated, replaced and improved in respect of the PROW which all protected groups can use. There will be disruption to all groups as a result of the construction works which is unavoidable for such large scale infrastructure projects. This revised scheme relies on micro tunnelling thereby reducing the need for more disruptive open cut method of construction which is a positive benefit reducing the environmental impact to local residents. Further mitigation will be secured by condition and is also already accounted for in the suite of supporting documents (as updated and amended) (see paragraph 3.31).
- 7.229 The phased construction will last for an anticipated 3 years and the works and the impact are documented in the ES. The ES also sets out in detail (and is reflected in the conditions and supporting reports) the mitigation measures proposed to ensure that any harm to amenity, health and well-being is minimised. All protected groups will be subject to the negative impacts, including dust, noise, and change to access arrangements.
- 7.230 There are a number of schools and education facilities within the vicinity of the pipeline corridor and construction zones. These institutions have raised objections (see consultation section) regarding the scheme and the potential impacts the construction would have on the students and staff - in particular in relation to health,

wellbeing and learning. To avoid any impacts to the functioning of these education institutes, conditions are being imposed to ensure construction working hours and times are outside school hours and during school holidays. These controls are considered necessary and are secured by conditions. This would ensure uninterrupted provision of local education infrastructure, and, as such, would represent a neutral impact on young residents in the short-term to medium term.

- 7.231 One positive impact of the construction phase and interim scenario will be the opportunities for temporary construction related employment open to protected groups. This can be achieved through training initiatives and an Employment and Skills Plan which will be secured through the S106 planning agreement.

Permanent Impacts on Protected Groups

- 7.232 Overall the completed development will have no permanent negative impacts on protected groups. Footpaths and public open spaces will be reinstated to a high quality. Landscape features will be used to screen areas of open cut piping and the new diverted public right of way will be a positive enhancement for members of the public allowing inclusive, secure and safe environment. The impact on playing fields for community groups and sports clubs will be mitigated through the use of alternative facilities and the reinstated pitches will be of an acceptable standard.

Consultation Responses on Matters of Equality

- 7.233 As part of the statutory consultation process (and carried out in accordance with the Development Management Procedure Order 2015 and EIA regulations 2017) over 1000+ residents were consulted and reconsulted as a result of updated drawings and supporting documents. Whilst the response from residents were varied (as summarised in the consultation section of this report) the following specific equalities issues were raised: loss of access to open space; loss of use of sports pitches; impact on living conditions by way of noise, dust, disturbance; impact on schools and education; loss of public rights of way, loss of parking, loss of open space.
- 7.234 The responses have been addressed in the assessment in Section 7(xi) and throughout the report and in the consultation section.

Conclusions on Equality Impact

- 7.235 Officers have addressed the public sector equality duty and the Applicant has provided robust information about the impacts arising from the development which has assisted Officers in carrying out this duty. Having regard to the equality objectives it is considered that any harm arising from the interim and construction phases of the development are temporary and can be mitigated through conditions, and there will be no permanent negative impacts on protected groups.

Human Rights

- 7.236 The Human Rights Act 1998 incorporated provisions of the European Convention on Human Rights (ECHR) into UK law. The specific Articles of the ECHR relevant to planning include Article 6 (Right to a fair and public trial within a reasonable time),

Article 8 (Right to respect for private and family life, home and correspondence), Article 14 (Prohibition of discrimination) and Article 1 of Protocol 1 (Right to peaceful enjoyment of possessions and protection of property).

- 7.237 Officers are satisfied that the Council's processes and practices are compatible with the ECHR. The planning system by its very nature respects the rights of the individual whilst acting in the interest of the wider community. It is an inherent part of the decision-making process for the Council to assess the effects that a proposal will have on individuals and weigh these against the wider public interest in determining whether development should be allowed to proceed. Any infringements on daylight and sunlight (as set out in section 8 of the report) and Article 8 are considered to be justified and proportionate in the planning balance. In carrying out this balancing exercise, Officers are satisfied that it has acted proportionately and made a reasoned judgement taking into account all material considerations and representations from third parties to arrive at the conclusion

(xii) Response to Third Party Comments

- 7.238 This section of the committee report addresses the comments and objections (as summarised in the Community Involvement section of the report). The preceding Sections also looked at the areas of concern set out by third parties and responded to.

Principle of Development

- 7.239 This application seeks permission for the transfer of untreated water into the consented reservoir scheme. The Applicant has sought to reduce the impact of the pipeline on local residents and the environment, in light of alternative construction techniques, which allows the proposal to be delivered more efficiently. This has resulted in a predominantly tunnelled construction methodology and a new route alignment.
- 7.240 To add future resilience to the water network, a dual pipeline now being proposed. The two pipelines would be used by PW to pump "raw water" to the reservoir and draw it out when needed. This would give them greater flexibility to respond to more frequent, longer droughts, allowing them to add and remove water from the reservoir at the same time. It would also mean the scheme could continue to operate if maintenance was required on one of the pipelines.

Southern Water Development Consent Order (DCO).

- 7.241 This application is for the provision of a dual pipeline to the reservoir to be filled with raw spring water only. The use of the reservoir and the pipeline for the Southern Water's Hampshire Water Transfer and Water Recycling Project is subject to a Development Consent Order, which is a separate consenting regime, and not relevant for this application. This application is for two pipes which could be used by SW in the future should the DCO be granted. However should the DCO be granted then a new application would be required to transfer treated water via the pipeline and to use the storage of the water.

- 7.242 The Applicant's rationale for a combined approach means that, if the SW DCO proposals for water recycling are agreed, residents will not need to experience additional disruption from construction and it would also reduce the environmental impact. The new water pipes would be installed inside two adjacent tunnels which would be constructed concurrently thereby disruption to local residents is minimised.
- 7.243 The Applicant contends that the futureproofing approach could deliver significant cost savings, compared to installing separate additional new infrastructure at a later stage should the DCO be granted. This approach would provide better value for money for customers, both in terms of the approved project which is in progress and the water recycling proposals if they go ahead. This benefit although not disputed, does not weigh in the planning balance as at this stage Officers are considering the impacts of two pipe raw/untreated water proposal only at this stage and is assessed on that basis.

Biodiversity and Ecology

- 7.244 The supporting ES sets out the impacts upon protected and notable species, where it has been concluded these impacts can be avoided and or mitigated and post development habitat compensation can serve to maintain and enhance biodiverse habitats. The detailed assessment and conclusions of the Council's Ecologist is set out in Section 7(iv).
- 7.245 The habitat losses will be temporary and it is the intention for landscape and habitats to be reinstated post construction. The provision of Biodiversity Net Gain (BNG) will be an opportunity to deliver biodiversity gains across the scheme area both on and off site. BNG is a post-permission matter, full details of exactly how any BNG is to be delivered will come with a pre-commencement Biodiversity Gain Plan. Portsmouth Water is looking at its own land to provide the off-site compensatory areas required (see paragraphs 7.51 to 7.58 on BNG). The Council's Ecologist is satisfied that BNG can be secured and has recommended a condition (see number 21).
- 7.246 As part of the wider reservoir landscape management plan, amendments are proposed for the mitigation for Wet Grassland and Rush Pasture. The total amount committed to within the approved 2020 scheme remains unchanged but approximately 50% is proposed to be located north east of the reservoir within the wetlands area, whilst the other 50% will remain in the original location to the south west of the reservoir. All pipework external to the reservoir storage area will be fully buried and the ground above reinstated in line with the landscape and masterplan proposals.
- 7.247 The impacts of the development on existing trees and tree loss has been assessed by the Council's Arboricultural Officer and set out in paragraphs 7.20. It is concluded that there is sufficient justification for the level of tree loss proposed and the supporting material provides sufficient reassurance on the protection of existing trees during construction to enable their long term health. There is condition (number 10) which will require further details of tree protection during the construction phase and future tree planting; including their maintenance and long term management should they be damaged or removed in the future.

Construction Method and Other Technical Matters.

- 7.248 Smells and odours would not be detectable at air valve locations (near the shafts). The Applicant has confirmed that valves will be covered within locked chambers, nor would they be audible to nearby properties when in operation, which will be very infrequent. No objection has been received from the Council's EHO in respect of this part of the development and its operation.
- 7.249 The future maintenance of shafts and of the tunnel pipeline, will be achieved where elements require maintenance within the design of the project. Shaft walls will be left in place after works so that re-excavation of shafts could be completed if required in future, although this is not anticipated to be required and would ultimately be a matter for PW.
- 7.250 Objectors are concerned about the size of the PAC and the impacts it could have on the environment including amenity. The PAC would be dosed into reservoir water at Bedhampton via the transfer pipeline to Farlington WTW. This pipe will normally transfer spring water to Farlington and only transfer reservoir water when required to supplement spring water flows. The pumped reservoir water velocity should be sufficient to fluidise the PAC, however if any PAC does remain and enter the spring water, this will be removed on the filters at Farlington WTW. There is no routine flushing proposed for this pipeline and therefore no impact on the environment including amenity of nearby residents and no objection from the EA and EHO (see comments in consultation section).
- 7.251 A total of eight washout valves are included within the pipeline at the following locations: (i) at the run to waste; (ii) connection pipeline in Bedhampton Pumping Station; (iii) Shaft 1; (iv) Shaft 4; (v) the emergency discharge chamber; (vi) Shaft 7; (vii) Section P9; and (viii) Section P10. With the exception of the washout valves in Section P10, all other valves would discharge to the adjacent watercourse by one of the following means: (i) via connection to an existing surface water drainage system, which in turn would outfall through an existing headwall structure; (ii) via an overland pipe and pumping arrangement that will dewater the shaft; or (iii) in the case of the washout valve at the emergency discharge chamber, via the proposed spillway structure. The washout valve in Section P10 will be pumped into the reservoir.
- 7.252 There is an expected washout frequency of a 6 monthly testing and exercising of the emergency discharge valves and 12 monthly 'scouring' of the pipeline. The emergency discharge flows into study section 4, directly upstream of the confluence between Hermitage Stream and Riders Lane Stream, and study section 5 (Hermitage Stream –between confluence with Riders Lane Stream and nominal tidal limit south of Meyrick Road). Sediment in washout water is anticipated to be negligible given the water draw-off from the reservoir is at a higher level and each washout valve will effectively feature catch pits or being pumped at a high level.
- 7.253 During commissioning of the pumping station maximum flow is expected to be 530l/s over ~6 hours. During operation the maximum discharge is expected to be 300l/s over ~1hour, once a year. There will be a sweetening flow maintained in the pipelines. The operation of sweetening flows will avoid stagnation of water and thus poor water quality.

Highways and PROW

- 7.254 The pipeline, has been routed to minimise disruption, in terms of road closures, parking restrictions, and routing to work areas and impact on local schools. Whilst disruption will be an inevitable consequence of a development of this scale, this must be considered against the previous consented scheme using a fully 'open cut' trench installation method. This scheme is using a predominantly tunnelled construction method which is less environmentally harmful.
- 7.255 Hampshire County Council Highways (HCC) have reviewed the Construction Traffic Management Plan (CTMP) and other supporting information in respect of the works areas, which will secure a range of measures to minimise any impact on local residents. These include, inter alia, avoiding school drop-off and pick-up times where possible during term times, and limiting the average number of HGV movements per day. The CTMP contains information on vehicle movements and the routes that construction traffic will be permitted to take in the area. The permitted number of vehicle movements along each route will be agreed and enforced as part of the planning conditions for the works areas and also linked to the overarching construction strategy for the reservoir pipeline scheme and the use of the northern and southern access roads (see conditions 25 and 26).
- 7.256 Where road closures are proposed this has been devised (in agreement with the HCC) where possible to allow traffic to continue to use the road, and only where necessary will there be short term road closures to ensure safe and unobstructed access and egress to the site, preventing congestion on a residential road. An alternative route will be provided for road users. Traffic management measures will be used to ensure safe traffic movement through the lane closure. In summary the road closures are as follows and are considered acceptable to the HCC owing to their duration, mitigation and temporary nature:
- 7.257 **Shaft 5 - Riders Lane** - A road closure will be in place on Riders Lane to allow access to Shaft 5 site compound for circa 19 months, with no direct obstruction to properties or driveways. A short diversion will be used, still allowing residents to enter properties in this area. Alternative parking is available on surrounding residential roads, as demonstrated in the parking survey.
- 7.258 **Shaft 6 – Dunsbury Way** - There will be a lane closure on the western side of Dunsbury Way, for circa 11 months.
- 7.259 **Shaft 7 – High Lawn Way** - On High Lawn Way there will be an access that requires the partial closure of a residential loop to allow access to the Shaft 7 site compound for circa 23 months. The area of closure will affect Nos. 77, 79, 81 and 83 High Lawn Way. Alternative parking is available on surrounding residential roads, as demonstrated in the parking survey, and access will still be possible to these properties on foot.
- 7.260 **Culverts – (Purbrook Way, Dunsbury Way, Middle Park Way)** - There will be a lane closure on each side of the road, lasting circa 5 weeks per side. By timing works for each side of the culvert upgrade to be undertaken separately, a full road closure will only be required for a two week period, and an appropriate diversion has been provided.

- 7.261 Following the comments from the Ramblers Association public routes have been adjusted. The works will be phased to reduce the overall duration of each diversion, thereby allowing continued use and allow access for walkers and members of the public. This has been considered acceptable by the HCC Countryside Access Team.

Objections from Havant Rugby Football Club (HRFC)

- 7.262 The more intrusive open cut works have been moved to the Rugby off season (which corresponds to the school summer holidays). The area will be reinstated before the subsequent playing season and available for training use. Use of the 3 x rugby pitches will not be impacted by the works regardless of installation program. Additionally, by following the boundaries of the playing fields, the overall “land take” of the works on the playing fields is reduced, as the pipeline route follows the haul road. The assessment and comments from Sport England on the temporary loss of playing fields, reinstatement post construction and mitigation measures are set out at paragraphs 7.218 to 7.224.
- 7.263 An agreement has been reached with HBC Estates Manager (Land) Property & Asset Management to reinstate 'pitch 4' as a 60m x 35m pitch. This corresponds to the maximum size for U10 training and matches. It will also be reinstated with goal posts (which are currently not installed) to allow training use by other age grades. This will be reinstated by Havant Borough Council. Support will be offered to the rugby club to cover justifiable proportionate associated expenses incurred as a result of the works (such as additional bookings of the AFG astro-turf pitch or evidenced lost earnings to an agreed amount of £20,000) during the period. A specialist sports turf contractor/agronomist will advise and produce a scheme of works for the reinstatement of the playing field areas affected.

Impact on Residents at Stockheath Lane from the location of Shaft 4

- 7.264 Concerns have raised by resident(s) along Stockheath Lane on the siting and location of Shaft 4 access and work compounds and the potential impacts on living conditions from the noise and disturbance associated with construction vehicles and traffic. To that end the comments suggest moving the location of the shaft 4 entrance to alleviate the impacts. Following amendments to the scheme at this location the 3rd party resident still maintains an objection on the grounds previously asserted and additional comments which have been set out and summarised in the consultation section of the report and relate in particular to the lack of background information on existing parking conditions along Stockheath Lane; the quality and inconsistencies of the supporting evidence; and the assertions in the Travel Plan and CTMP which equally apply to other shafts and work areas.
- 7.265 The Applicant carried out two rounds of public consultation ahead of the formal submission and the LPA have carried out their own formal consultation to local residents. The Applicant has also stated that prior to construction taking place local residents will be informed ahead of any pipeline construction work getting underway in a given area, to provide details of the work that will be carried out, offer the opportunity to attend a face to face drop in session at a local venue to find out more and signpost the different ways people can contact them to raise any questions or concerns. They will also contact and liaise directly with people at particular

properties, such as those living near to a site compound, to discuss their work and deal with any questions or issues. During work, contact information for people to use will be clearly displayed on their site compounds and their contractor Ward & Burke will have a dedicated Customer Team, who can liaise with residents and others as needed.

- 7.266 The vehicle routing plans will ensure all vehicles (including deliveries) will enter Stockheath Lane from Barncroft Way (to the south). The site entrance has been positioned to allow optimum visibility, avoiding visibility restrictions posed by the bend further down Stockheath Lane. This was refined following discussions with the Highways Authority. Whilst objectors have set out another option this has been discounted on grounds that the proposed exit results in reduced visibility to the left when exiting the site, particularly when considering the number of mature trees obscuring the road as it curves further round to the left. Oncoming traffic from the right is also potentially obscured by trees as vehicles exit the site. The chosen entrance/exit gives optimum visibility in both directions when exiting the site by coming to the public road at a right angle, and is located in the area most clear of neighbouring trees. This provides the safest way to manage a crossing point at the site entrance/exit, with the smallest requirement for diversions. The applicant's parking assessment demonstrates that the loss of on-street parking can be accommodated within the vicinity of the works and parking suspensions will only be applied during working hours. The HCC considers that these measures will reduce congestion and inconvenience to residents.
- 7.267 To avoid indiscriminate parking along residential roads, workers (construction and office) will be encouraged to car share, use public transport and active travel options (e.g. walking or cycling), with use of the main reservoir site (to the north of Warren Park) as a hub. Objectors state that there is a lack of consistency in the assumptions of parking demand at each site. At Stockheath Lane the proposal is for 10 spaces for 20 workers, which is argued to be an unrealistic expectation that 50% of workers will arrive other than as a car drive. In response the Applicants have advised that it is the intention for workers to arrive at the compound sites via other larger sites at the Reservoir and Bedhampton and then be transported to the smaller compounds via shuttle buses when sufficient parking is not available.
- 7.268 The car parking provision has been assessed based on need and available space at each shaft location and the Highways Authority have not objected in this respect. Incentive schemes are to be put in place to encourage workers to reduce individual car travel where possible and use other means of transport alongside a monitoring and enforcement plan. This is set out in the approved Construction Worker Travel Plan (CTMP) as part of the Reservoir works and associated addendum for the pipeline as agreed with HCC Highways. Objectors state that the evidence base does not reflect on site conditions. The Applicant has confirmed that parking surveys were conducted over 4 days, and observations were made during school drop off and pick up. Capacity ranged from 16% to 83%, with maximum occupancy never being exceeded. Vehicles used the drop off and pick up area within the school boundary. Parking surveys also demonstrated displaced cars can be accommodated within 200m of the suspensions.
- 7.269 Objectors raise concern on the level and location of parking suspensions which they contend will be of no benefit as they are not near the site entrance but further north near Nos 24,26,28 and 30 Stockheath Lane. Criticism is also levelled at the

submitted swept path analysis and its impact on parking spaces. The Applicant has confirmed that the orange and purple markings on the photograph submitted in this respect are indicating areas of suspension and available places. Each space has not been marked individually, although surveys and observations have indicated displaced cars can be accommodated in an area with 6m of continuously available parking space per vehicle.

- 7.270 The footpath closure south of 1 Stockheath Lane, in the opinion of objectors, will make residents use unsafe routes and proves inaccessible for those with mobility issues and lead to conflicts with vehicular traffic, which seems unnecessary when the compound is behind existing allotments. As noted in Figure 7.4 of the Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) both options of diverting the footpath or allowing a crossing point to the haul road have been provided. The final detail will be agreed as part of the CTMP for this phase of the development in consultation with the HCC and PRow Officer. The proposed route in the Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) was amended to follow the existing PRow at the request of HCC Countryside Services. The exact route of this diversion will be agreed as part of the CTMP (condition 26) for the phase and under the TTRO.
- 7.271 The Applicant will be encouraged and has agreed (through S106 obligations regarding an Employment and Skills Plan) to hire as locally as possible and feasible, so public transport or active travel might be more suited to these workers. The estimated workforce number is predicted to be small, with only 65 workers at peak pipeline construction, and as a result a significant influx of vehicles is not expected during construction. The Travel Plan is a live document, and will be amended and updated as the project progresses to ensure alternative means of transport are used where possible.
- 7.272 All construction deliveries will be restricted to avoid network peak periods of 0800-0900hrs and 1700-1800hrs Monday to Friday and 1200-1300hrs on Saturdays (to be secured in the CTMP/CEMP and restriction on hours of construction. This is to reduce disruption to local residents. Where practicable dipped headlights will be used on all residential roads to reduce glare. The hoardings around the site compounds/work area will contain any light within the site, and light will only be emitted the compound for a brief moment as the vehicle leaves. Signage will be displayed to help remind drivers to keep noise to a minimum. Idling engines on vehicles will be prohibited, and any waiting vehicles will have to turn off their engines. Noise thresholds have been considered and will be conditioned as part of any planning permission.
- 7.273 The position of the haul road has been sited to ensure adequate distance from the school, whilst still allowing vehicles to safely enter and exit the site and to lessen the impact to trees. The alternative route suggested by objectors would not be suitable due to the proximity to the school and removal of a greater number of mature trees.
- 7.274 The framework under which construction traffic will be managed for the scheme will be secured by condition (number 25 and 26) for a CTMP to be agreed with HCC Highways for each Phase (including Shaft 4 – please refer to the comment at paragraph 7.94 from HCC Highways). The exact detail for each work area will be laid out in the relevant CTMPs. This approach will ensure that each CTMP will be bespoke to the particular circumstances of the work area and the nature of surrounding residential roads and traffic conditions experienced. This will ensure that

the disruption to residents such as those along Stockheath Lane will be minimised, controlled and monitored.

Objections from St Thomas Mores School

7.275 Following the response/objections from St Thomas More's School the applicant has re-aligned the pipeline which runs around the playing fields at Hooks Farm Way so it is further away from the School and also committed to installing the pipeline here during the school holidays and rugby off season - to ensure this commitment a condition is recommended (condition 29). Notwithstanding the amendments the School is still concerned about the impact and maintain an objection, and as a minimum require conditions to mitigate any impacts as set out in their consultation response.

7.276 The applicant has considered the comments from the School and have responded as follows to help mitigate and compensate for the disruption during construction. Officers consider that the mitigation measures set out below satisfactorily address the concerns of the School and will ensure that any impacts on its operation, and the education and health of children and staff will be minimised. Conditions are therefore recommended to deliver the package of mitigation measures and are incorporated into a condition 33

- (i) The more intrusive P2 open cut works have been moved to the Rugby off season (which corresponds to the school summer holidays). The area will be reinstated before the subsequent playing season and available for training use.
- (ii) Use of the 3 x rugby pitches will not be impacted by the works regardless of installation program. Additionally, by following the boundaries of the playing fields, the overall "land take" of the works on the playing fields is reduced, as the pipeline route follows the haul road.
- (iii) Noise levels and monitoring will be agreed prior to the works commencing and conditioned as such. These levels will be set in the project's noise and vibration monitoring plan, monitored, and adhered to during the works.
- (iv) Noise barriers (both fixed to the hoarding and mobile around the works) will be utilised during construction near St. Thomas More's School and Bidbury School, to eliminate the line-of-sight between the noise source and the schools where possible.
- (v) The Applicants constructors will be required to employ best practice dust suppression techniques for the works and will periodically review and improve dust suppression techniques as required (see conditions).

Comments from Havant Climate Alliance and Havant Friends of the Earth

7.277 The comments raised by the Havant Climate Alliance and Havant Friends of the Earth relating to the principle, construction method, impact on amenity and schools, highways, ecology and trees have been addressed in previous comments and in the paragraphs as bracketed. Notwithstanding the comments set out in the paragraphs indicated further responses on the comments raised are as follows:

Construction

- 7.278 The application proposes micro-tunnelling along the majority of the pipeline route, where a concrete tunnel for each pipe is to be installed. The tunnels will be constructed next to each other, section by section, without the need to dig a trench for the pipes to go in. There is no objection to this method of construction and there are no material planning reasons to require the developers to tunnel the whole route, taking into account the extant planning permission which allowed open trench construction. Whilst micro tunnelling would be preferable there is no planning policy requirement for such an approach and the open cut methods have been assessed.
- 7.279 There are some sections of the pipeline, routed via open green spaces, that would be installed using the 'open cut' method, with both pipes put in the same trench. As with the extant consent no material harm to the "functionality and openness" of the green space has been demonstrated using this method, once backfilled and the landscape reinstated. Whilst the cost effectiveness of this approach is noted it is not an overriding reason for the appropriateness of this part of the scheme.
- 7.280 The applicant has set out sound engineering reasons for the approach. The proposed construction method is capable of reaching lengths of circa 500m, hence the need for multiple shafts along the route. Given the multiple shafts in this method of construction, it is typical to transition to open-cut where obstacles and obstructions (roads, rivers, etc.) are not in the way. A segmental tunnelling machine can tunnel large distances (up to 10km and beyond) in one go. This type of tunnelling is understood to be considerably more expensive and significantly more complex. It is therefore only utilised for larger diameters and distances, when pipe jacking is not suitable. The CTMP and delivery instructions outline the routes construction traffic will use, to avoid Leigh Park where possible, and residential roads.

Water Quality

- 7.281 The construction of a new shaft and pipeline within the vicinity of Bedhampton Springs presents a potential risk to water quality, water resources and biodiversity and the design includes measure to mitigate against environmental impacts. The ES (Chapter 15 - Water Environment) provides a detailed description of the geology, hydrology and hydrogeology of the shaft and pipeline route. It provides information on the sensitivity of the location, potential impacts and proposed mitigation measures. These measures have been considered by the EA, LLFA and the Council's EHO officer.
- 7.282 The Applicant and their appointed contractor are committed to the Construction Environmental Management Plan (CEMP) to ensure that the required protective measures are implemented to safeguard groundwater quality, for public supply during the construction phase of the pipeline. There is a commitment from the Applicant to the submission of Pollution Management and Mitigation Plans and Drainage Management Plans prior to commencement of each phase which will be a condition of any planning permission (see conditions).

Trees

- 7.283 There is no loss of ancient woodland or veteran trees associated with the pipeline route and the loss of all other trees has been minimised as far as possible. A total of 65 trees are identified for removal, albeit most of the tree loss comprises only moderate to low quality specimens. No Category A trees (high quality - worthy of protection) are proposed for removal to facilitate the pipeline route and the construction infrastructure. A total of 19 trees have been identified for translocation as identified in the Arboricultural Impact Assessment (AIA). The Council's Arboricultural Officer has considered the loss of trees (and the justification), and proposed replacement and tree protection as acceptable.
- 7.284 The proposal includes significant tree planting to mitigate the loss of trees as shown on the submitted Landscape Reinstatement Plans, and the revised pipeline will achieve a minimum 10% biodiversity net gain by the creation or enhancement of affected area habitat types - this will be controlled through relevant planning conditions (see paragraphs 7.52 to 7.54 and conditions number 24).
- 7.285 Existing trees will be protected during construction with the use of ground protection matting to protect tree roots and to minimise ground compaction within RPAs, notably in the root zone area of the veteran tree T083. This shall be of a sufficient specification to withstand the loading of the plant without compacting the underlying soils. The planning application proposes approximately 24 trees to be planted at the Middle Park Way culvert location (please refer to Landscape Reinstatement Plan Sheet 9 HTR – ATK- PL- XXDR-L-0009 P03).

(xiii) S106 Planning Obligations

- 7.286 The extant planning consent was subject to a S106 Agreement. As this is a new planning permission it will require a new agreement to cover the obligations and mitigation set out in the committee report and which are summarised below.
- 7.287 It is considered that these obligations/contributions meet the tests as set out in the Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 which states obligations should be:
- (i) necessary to make the development acceptable in planning terms;
 - (ii) directly related to the development; and
 - (iii) fairly and reasonably related in scale and kind to the development.
- 7.288 The following matters have been discussed and agreed between officers and the applicant to form the basis (subject to approval of the Committee) for obligations under S106 of the Town and Country Planning Act 1990. Negotiations on the detail of these obligations are to be progressed in the event that the Committee resolve to grant planning permission. The applicants have agreed to make the following offer associated with the development in relation to site-specific mitigation.

Table 3 - Planning Obligations

Obligation	Comments
Community Contribution	• Sum for Havant Rugby Football Club - £20,000.

	• Sum for Community Groups- £30,000.
Employment Skills Plan	• Submitted “<i>Skills, Employment and Education Plan</i>” to be linked to S106 and commitment to deliver.
Public Right of Way Diversion 34	• Commuted sums to be payable to Hampshire County Council for the surface and structures of the proposed diversion of Footpath Havant 34. • The sums shall be in accordance with the Highways Authority standard values and lifecycle multipliers for the unbound surface and the bridge. • The permissive public access right to cycle the route of Footpath Havant 34 for that length of FP34 that is within their land ownership in perpetuity.
Monitoring Fee	• Section 106 Monitoring Fees
Highway Section 278 Works	• As set out in paragraph 7.116 (i) to (v).

(xiv) Conditions

7.289 Throughout the report officers have made reference to the requirement for the developer to provide further details on matters by way of condition. Owing to the scale of the development a number of conditions have been recommended. Not all of these require the submission of further details, instead securing compliance with agreed details. The conditions are considered to meet the relevant statutory tests and will ensure that this phased development is regulated properly. The conditions are also cognisant of the EIA findings and the mitigation required to reduce the environmental impact and the comments from interested 3rd parties and consultees.

7.290 As of October 2018, under the Neighbourhood Planning Act 2017, the way in which pre commencement conditions work changed. LPAs must obtain the written agreement of the applicant before imposing pre-commencement conditions on a planning permission (The Town and Country Planning (Pre-commencement Conditions) Regulations 2018). In addition, the LPA must notify the applicant in writing of its intention to impose a pre-commencement condition. The intention of the Act would reduce the time lag between planning permission being granted and work starting on-site.

7.291 The applicant has been informed of the pre-commencement conditions referenced in this committee report and agreed to their wording and the reasons for imposing them.

8. Conclusion

8.1 In conclusion the principle of development is considered acceptable, which was also established under the extant planning consent APP/20/00991 and there have been no material changes in national or local planning policy to warrant a different conclusion. There is an overriding public need for the scheme and there is an established lack of suitable alternative sites. This conclusion is supported by the

NPPF, whereby paragraph 20 (b) requires local authorities, inter alia, to make sufficient provision for water supply infrastructure.

- 8.2 The approved reservoir which the pipeline would serve was included in Water Resources South East regional strategy and Portsmouth Water and Southern Water's 25-year and 50-year WRMP's, which gained approval from the Secretary of State for the Environment, and then Ofwat, in 2019 and also referred to in the Revised Draft Regional Plan Water Resources South East (August 2023). The scheme, which is dependent on the pipeline, would provide over 35% of water supply need over the next 25 years, and would help Portsmouth Water to free up existing supplies in the west of the catchment area to share with Southern Water's customers in order to meet the region's challenges in the future, in particular relating to abstraction licence changes, predicted population growth and climate change which would all place pressure on meeting future water supply demand. The site and the pipeline route is identified within the adopted local plan and as such the principle of development is acceptable. The future proofing of the pipeline for potential use by SW should their DCO be granted has been set out in the Applicant's supporting statements, however has no weight on the acceptability of the scheme. The reservoir and the pipeline can only transport raw untreated water under the extant and current proposals.
- 8.3 Any harmful visual impacts of the pipeline would be localised and limited to during the construction period and once complete no significant harm would arise. The permanent physical building works and alterations are of an acceptable scale, design and appearance and would not impact the character and appearance of area in a negative manner. The works within the highway and to the landscape would be reinstated and within landscaped areas, the sites would be restored. Whilst it is recognised that in some places this may take some time to mature, the principle is acceptable and details would be secured as part of the conditions submissions. It has also been concluded that the pipeline would not have an adverse impact on highway safety during the construction phase subject to the mitigation and obligations secured by Conditions and S106 planning obligations.
- 8.4 Officers have given consideration 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) and planning policy guidance in the NPPF (December 2024). 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 and other heritage designations (statutory and non-statutory). It has been concluded in consultation with the Council's Specialist Conservation Officer that no harm would arise to any designated and non-designated heritage assets.
- 8.5 The NPPF (Dec 2024) (para 104) seeks to protect and compensate the loss of sports recreational facilities with an equivalent or better provision in terms of quantity and quality in a suitable location. The pipeline has been routed where possible around the existing playing fields minimising impacts and only affecting small areas of pitches and training area. The temporary loss of these facilities will be compensated by replacement facilities, temporary measures and financial contributions towards community groups and HRFC for alternative training facilities whilst works are carried

out which has been considered acceptable by Sport England and the landowner HBC.

- 8.6 The site is partially located in flood zones 1, 2 and 3 and the proposal includes significant flood mitigation measures and has been accompanied by a FRA. It can be concluded that this revised proposal meets the requirements of the necessary “Sequential Test” through the provision of much needed infrastructure in terms of providing robust and reliable water supply and being an allocated site for such a use. In the absence of suitable mitigation measures the development would have an impact in terms of flooding and loss of biodiversity. However, the proposed mitigation plans, which include both onsite and off-site ecological improvements to waterbodies, are considered to provide an appropriate balance of measures to satisfy both the Article 4.7 of the WFD requirements and also Biodiversity Net Gain commitments that will be secured by condition. In terms of flood risk the detailed flood risk assessment, including emergency drawdown strategy, have been considered acceptable by the Environment Agency (EA) and Local Lead Flood Authority. The EA and LLFA raise no objection to the pipeline development and are content with the measures in place to ensure that the development, and the surrounding areas are free from the risk of flooding subject to the conditions recommended and set out in the committee report.
- 8.7 The development once completed will not significantly impact the living conditions of neighbouring land users in respect of outlook, privacy and light. It is the construction phases which will take place over a prolonged time period that has the greatest impact on the amenity of residents within the construction zones and associated compounds areas. To fully mitigate against these impacts conditions are proposed which require a noise and dust monitoring, including restrictions on working hours with night working to be discouraged. In addition, conditional requirements are set out for the provision of a Construction Environmental Management Plan, and a phased updated works area strategy, with associated mitigation measures including noise insulation measures for those properties that are near the scheme. As such, subject to these conditions and the associated mitigation measures, it is not considered that the development would have a significant adverse impact on the amenities of residential properties.
- 8.8 It is considered, in consultation with the HCC Highways, that the development would provide safe access to the pipeline during the construction phase and would not have a severe impact on the safety and free flow of the highway network to the detriment of local residents, subject to the mitigation measures proposed and S106 and conditional requirements. Overall, the impacts on the highway network are not considered to be severely harmful to the safety or free flow of the highway network during the construction of the pipeline and as such the development should not be refused. It is clear in the NPPF (paragraph 116) that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. It is acknowledged there will be some disruption however with the mitigation proposed this will be kept to a minimum.
- 8.9 The pipeline, as acknowledged by the extant planning consent and the local plan allocation, is an integral part of the reservoir works and is, therefore, necessary to facilitate the transfer of water from the Bedhampton Springs to the reservoir, in order to meet the overriding public need for the scheme. As outlined above, the substantive impacts of the scheme would be largely temporary in nature during the construction period. These impacts would be mitigated as set out in the supporting reports and by

appropriate conditions, and S106 obligations to control the impact, inter alia, on the character and appearance of the area, highway network, ecological/landscape and tree impacts, the impact on the amenities of neighbouring properties and to compensate the temporary loss of playing fields.

8.10 In conclusion, having regard to the presumption in favour of sustainable development at the heart of the NPPF (paragraph 11), that planning permission should be granted for such development unless any other material considerations indicate otherwise, it is considered that there are public benefits from the environmental, social and economic dimensions that can be captured from this proposal, together with the wider reservoir planning application and as such the proposal does constitute sustainable development and is in accordance with adopted plan policy.

8.11 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 2024 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 recommendation and conditions set out in Section 9 and the planning obligations set out in Table 3 of this committee report.

9 RECOMMENDATION

That the Development Manager be authorised to **GRANT PERMISSION** for Application APP/24/00405 subject to:

(A) the completion of a Section 106 Agreement securing the planning obligations set out in paragraph 7.288 of the report;

(B) any direction as may be received following further referral to the Secretary of State under the EIA Regulations 2017; and

(C) the following conditions (subject to such changes and/or additions that the Development Manager considers necessary to impose prior to the issuing of the decision):

1	Time Limit The development must be begun not later than three years beginning with the date of this permission. <u>Reason:</u> To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004
2	Details of Reserved Matters No part of the development hereby approved in outline shall be commenced until an application or applications for written approval of the details of the siting, scale and external appearance of the (culverts; underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance)

	(hereinafter called "the reserved matters") have been submitted to and approved by the Local Planning Authority. Application(s) for approval of the matters reserved by this planning permission must be made not later than the expiration of 5 years from the date of this decision notice; and Development must be begun not later than the expiration of 2 years from the final approval of reserved matters for the relevant phase, or, in the case of approval on different dates, the approval of the last such matter to be approved. <u>Reason:</u> The application was submitted as part outline part full application in accordance with the provisions of Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with the provisions of Section 92 of the Town and Country Planning Act, 1990.																																
3	In Accordance with Approved Drawings The development hereby permitted shall be carried out in accordance with the approved plans and documents listed below: <u>Drawing Numbers</u> <table border="1"> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-0142 Rev: C03</td><td>Scheme Setting</td></tr> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-0143 Rev: C03</td><td>Site Location Plan</td></tr> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-186 Rev: C01</td><td>Redline Boundary</td></tr> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-0201 Rev: C01</td><td>Existing Site Plans</td></tr> <tr> <td>HTR-WAB-PI-BD-DR-T-0001 Rev: P02</td><td>P0 BD DUAL PIPELINE PLAN AND LONGSECTION</td></tr> <tr> <td>HTR-WAB-PI-P1-DR-T-0001 Rev: P02</td><td>P1 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P2-DR-T-0001 Rev: P03</td><td>P2 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P3-DR-T-0001 Rev: P02</td><td>P3 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P4-DR-T-0001 Rev: P03</td><td>P4 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P5-DR-T-0001 Rev: P03</td><td>P5 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P6-DR-T-0001 Rev: P02</td><td>P6 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P7-DR-T-0001 Rev: P03</td><td>P7 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P8-DR-T-0001 Rev: P03</td><td>P8 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P9-DR-T-0003 Rev: P03</td><td>P9 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P1-DR-W-0003 Rev: P05</td><td>Section P1 Under Track Crossing Long section</td></tr> <tr> <td>HTR-WAB-PI-P1-DR-W-0005 Rev: P02</td><td>Section P1 Under Track Crossing Plan</td></tr> </table>	HTR-ATK-ZZ-ZZ-GS-Z-0142 Rev: C03	Scheme Setting	HTR-ATK-ZZ-ZZ-GS-Z-0143 Rev: C03	Site Location Plan	HTR-ATK-ZZ-ZZ-GS-Z-186 Rev: C01	Redline Boundary	HTR-ATK-ZZ-ZZ-GS-Z-0201 Rev: C01	Existing Site Plans	HTR-WAB-PI-BD-DR-T-0001 Rev: P02	P0 BD DUAL PIPELINE PLAN AND LONGSECTION	HTR-WAB-PI-P1-DR-T-0001 Rev: P02	P1 DUAL PIPELINE P AND LS	HTR-WAB-PI-P2-DR-T-0001 Rev: P03	P2 DUAL PIPELINE P AND LS	HTR-WAB-PI-P3-DR-T-0001 Rev: P02	P3 DUAL PIPELINE P AND LS	HTR-WAB-PI-P4-DR-T-0001 Rev: P03	P4 DUAL PIPELINE P AND LS	HTR-WAB-PI-P5-DR-T-0001 Rev: P03	P5 DUAL PIPELINE P AND LS	HTR-WAB-PI-P6-DR-T-0001 Rev: P02	P6 DUAL PIPELINE P AND LS	HTR-WAB-PI-P7-DR-T-0001 Rev: P03	P7 DUAL PIPELINE P AND LS	HTR-WAB-PI-P8-DR-T-0001 Rev: P03	P8 DUAL PIPELINE P AND LS	HTR-WAB-PI-P9-DR-T-0003 Rev: P03	P9 DUAL PIPELINE P AND LS	HTR-WAB-PI-P1-DR-W-0003 Rev: P05	Section P1 Under Track Crossing Long section	HTR-WAB-PI-P1-DR-W-0005 Rev: P02	Section P1 Under Track Crossing Plan
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HTR-FUW-CU-RE-DR-T-0013 Rev: P01	Reservoir - Inlet Pipe Key Plan
HTR-FUW-CU-RE-DR-T-0014 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 1
HTR-FUW-CU-RE-DR-T-0015 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 2
HTR-FUW-CU-RE-DR-T-0016 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 3
HTR-FUW-CU-RE-DR-T-0017 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 4
HTR-FUW-CU-RE-DR-T-0018 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 5
HTR-FUW-CU-RE-DR-T-0019 Rev: P01	Reservoir - Inlet Pipe Section P10 Sheet 6
HTR-GHD-CU-RE-DR-S-0010 Rev: P05	Reservoir - Inlet Pipe Long section Sheet 01
HTR-GHD-CU-RE-DR-S-0011 Rev: P05	Reservoir - Inlet Pipe Long section Sheet 02
HTR-GHD-RZ-RE-DR-C-0004 Rev: P01	Reservoir - Inlet Pipe outfall structure & piping details
HTR-GHD-RZ-RE-DR-C-0005 Rev: P02	Reservoir - Air Valve, Washout Scour, Tranless Pipe Details
HTR-BRD-PS-BP-DR-M-1011 Rev: P06	Bedhampton MCC Kiosk and Generator Elevations
HTR-BRD-PS-B1-DR-M-1012 Rev: P04	Bedhampton PAC Dosing Area Elevations
HTR-BRD-PS-B2-DR-M-2014 Rev: P07	Bedhampton 2 Floor Plan
HTR-BRD-PS-BP-DR-M-2011 Rev: P08	Bedhampton 2 Existing and East Elevations
HTR-BRD-PS-BP-DR-M-2012 Rev: P08	Bedhampton 2 Elevations
HTR-BRD-PS-BP-DR-M-2013 Rev: P08	Bedhampton 2 Sections
HTR-BRD-PS-BP-DR-M-2015 Rev: P08	Bedhampton 2 Site Plan
HTR-GHD-PZ-B2-DR-T-0001 Rev: P02	Bedhampton - Twin Pipeline Valve Slab Sheet 1
HTR-GHD-PZ-B2-DR-T-0002 Rev: P02	Bedhampton - Twin Pipeline Valve Slab Sheet 2
HTR-WAB-PI-W1-DR-T-0001 Rev: P12	BEDHAMPTON AND SHAFT W1 SITE COMPOUND LAYOUT
HTR-WAB-PI-W1- DR-T-0002 Rev P05	SHAFT W1 ACCESS EASEMENT
HTR-WAB-PI-W2-DR-T-0001 Rev: P06	SHAFT W2 SITE COMPOUND LAYOUT
HTR-WAB-PI-W3-DR-T-0001 Rev: P06	SHAFT W3 SITE COMPOUND LAYOUT
HTR-WAB-PI-W4-DR-T-0001 Rev: P06	SHAFT W4 SITE COMPOUND LAYOUT
HTR-WAB-PI-W5-DR-T-0001 Rev: P05	SHAFT W5 SITE COMPOUND LAYOUT

HTR-WAB-PI-W6-DR-T-0001 Rev: P06	SHAFT W6 SITE COMPOUND LAYOUT
HTR-WAB-PI-W7-DR-T-0001 Rev: P07	SHAFT W7 SITE COMPOUND LAYOUT
HTR-WAB-PI-W8-DR-T-0001 Rev: P06	SHAFT W8 SITE COMPOUND LAYOUT
HTR-WAB-PI-ED-DR-T-0001 Rev: P06	SITE COMPOUND LAYOUT EMERGENCY DISCHARGE SHAFT
HTR-WAB-PI-ED-DR-T-0003 Rev: P01	EMERGENCY DISCHARGE KIOSK ELEVATIONS
HTR-WAB-PI-ED-DR-T-0002 Rev: P05	EMERGENCY DISCHARGE PERMANENT SITE PLAN
HTR-WAB-PI-P9-DR-T-0002 Rev: P05	OPEN CUT SECTION P9 SITE PLAN
HTR-WAB-PI-P2-DR-T-0002 Rev: P08	OPEN CUT SECTION P2 SITE PLAN
HTR-WAB-PI-W1-DR-T-0003 Rev: P04	SHAFT W1 GENERAL ARRANGEMENT
HTR-WAB-PI-W2-DR-T-0002 Rev: P04	SHAFT W2 GENERAL ARRANGEMENT
HTR-WAB-PI-W3-DR-T-0002 Rev: P04	SHAFT W3 GENERAL ARRANGEMENT
HTR-WAB-PI-W4-DR-T-0002 Rev: P04	SHAFT W4 GENERAL ARRANGEMENT
HTR-WAB-PI-W5-DR-T-0002 Rev: P04	SHAFT W5 GENERAL ARRANGEMENT
HTR-WAB-PI-W6-DR-T-0002 Rev: P04	SHAFT W6 GENERAL ARRANGEMENT
HTR-WAB-PI-W7-DR-T-0002 Rev: P04	SHAFT W7 GENERAL ARRANGEMENT
HTR-WAB-PI-W8-DR-T-0002 Rev: P04	SHAFT W8 GENERAL ARRANGEMENT
HTR-WAB-PI-W8-DR-T-0002 Rev: P04	ED CHAMBER SHAFT AND VALVE CHAMBER GA
HTR-WAB-PI-P9-DR-T-0001 Rev: P05	STAUNTON COUNTRY PARK WASHOUT
HTR-WAB-PI-ZZ-DR-T-0007 Rev: P01	TYPICAL WASHOUT TO STREAM DETAIL
HTR-WAB-PI-ZZ-DR-W-0006 Rev: P06	PIPELINE CROSS SECTION DETAILS
HTR-WAB-ZZ-ZZ-DR-T-0004 Rev: P01	TYPICAL ROAD-SITE INTERFACE DETAILS
HTR-WAB-PI-W5-DR-T-0003 Rev: P04	PURBROOK WAY CULVERT UPGRADE
HTR-WAB-PI-W5-DR-T-0004 Rev: P03	PURBROOK CULVERT SITE LAYOUT
HTR-WAB-PI-W6-DR-T-0003 Rev: P04	DUNSBURY WAY CULVERT UPGRADE
HTR-WAB-PI-W6-DR-T-0004 Rev: P05	DUNSBURY CULVERT SITE LAYOUT
HTR-WAB-PI-W8-DR-T-0003 Rev:	MIDDLE PARK WAY CULVERT UPGRADE

P05	
HTR-WAB-PI-W8-DR-T-0004 Rev: P05	MIDDLE PARK CULVERT SITE LAYOUT
HTR-WAB-PI-BD-DR-T-0002 Rev: P06	PUBLIC RIGHT OF WAY DIVERSION PLAN
Landscape Reinstatement Plan Sheet 1	HTR-ATK-PL-XX-DR-L-0001 P06
Landscape Reinstatement Plan Sheet 2	HTR-ATK-PL-XX-DR-L-0002 P06
Landscape Reinstatement Plan Sheet 3	HTR-ATK-PL-XX-DR-L-0003 P07
Landscape Reinstatement Plan Sheet 4	HTR-ATK-PL-XX-DR-L-0004 P05
Landscape Reinstatement Plan Sheet 5	HTR-ATK-PL-XX-DR-L-0005 P07
Landscape Reinstatement Plan Sheet 6	HTR-ATK-PL-XX-DR-L-0006 P05
Landscape Reinstatement Plan Sheet 7	HTR-ATK-PL-XX-DR-L-0007 P06
Landscape Reinstatement Plan Sheet 8	HTR-ATK-PL-XX-DR-L-0008 P06
Landscape Reinstatement Plan Sheet 9	HTR-ATK-PL-XX-DR-L-0009 P06
Landscape Reinstatement Plan Sheet 10	HTR-ATK-PL-XX-DR-L-0010 P04
Landscape Reinstatement Plan Sheet 11	HTR-ATK-PL-XX-DR-L-0011 P04
Landscape Reinstatement Plan Sheet 12	HTR-ATK-PL-XX-DR-L-0012 P03

Documents

- Planning Statement including Statement of Community Involvement
- Revised Environmental Statement May 2024 (Volumes 1 - 4) including Revised Non-Technical Summary.
- Phasing Plan - HTR-WAB-PI-ZZ-PL-W-0006_P02 (covering whole scheme)
- Construction Method Statements - Main Pipeline HTR-WAB-PI-ZZ-MS-W-0001_P03 and Reservoir Site - HTR-FUW-RZ-RE-MS-W-0547_v1.
- Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) HTR-WAB-PI-ZZ-TN-W-0006_P03 (supersedes the original Main Pipeline Works CTMP dated 22/05/2024)
- Construction Workers Travel Plan (CWTP) (excluding reservoir site) Main Pipeline, Ref HTR-WAB-PI-ZZ-PL-W-0002 P06 (Updated as an Annex to Approved Travel Plan as requested by HCC)
- Construction Workers Travel Plan (CWTP) reservoir site HTR-FUW-ZZ-ZZ-PL-W-0549_v1
- Noise and Vibration Assessment and Management Plans (NVMP) Main pipeline: HTR-WAB-PI-ZZ-PL-W-0005_P04 and Reservoir site HTR-FUW-RZ-ZZ-PL-W-0551_v1
- Detailed Construction Environmental Management Plans (CEMP) Pipeline: HTR-WAB-PI-XX-HS-W-0006_P09 and Reservoir HTR-FUW-RZ-ZZ-PL-W-0551_v1
- Emergency Flood Plan (excluding reservoir site) HTR-WAB-PI-ZZ-PL-W-0004_P03

	• Flood Risk and Drainage Plan (reservoir site) HTR-FUW-ZZ-ZZ-PL-W-0550 • Biosecurity Management Plan HTR-WAB-PI-XX-HS-W-0003_rev010 • Written Scheme of Investigation for Main Pipeline HTR-MLA-ZZ-ZZ-RP-W-0001 Rev 6 • Skills, Employment and Education Plan HTR-WAB-PI-ZZ-RP-Z-0001_S4-P05 • Revised Written scheme of investigation for Archaeological Monitoring – Main Pipeline Works Issue 6 dated 15th October 2024. • Noise & Vibration Management Plan dated 15th October 2024 (HTR-WAB-PI-ZZ-PL-W0005 S4-P04). Reservoir site HTR-FUW-RZ-RE-PL-W-0548_rev1 • Technical Note Route P2 (HTR-WAB-PI-P2-TN-W-0002_P2 Alignment S4. P03 - Hooks Farm Way Playing Fields) • Updated Dormice Survey Report Dec 2024 • Updated Bat Survey Report Dec 2024 • Transport Assessment supplementary briefing note, January 2025 (additional document) – • Appendix A9.18 Revised Pipeline Arboricultural Impact Assessment, February 2025 (supersedes the original Appendix A9.18 dated 24/05/2024) • Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) Reference HTR-WAB-PI-ZZ-TN-W-0006_Highways Work Areas Summary (supersedes the original Main Pipeline Works CTMP dated 22/05/2024) • Construction Workers Travel Plan - Main Pipeline HTR-WAB-PI-ZZPL-W-0002 Rev P06 (Update as Annex to Approved CWTP as requested by Highways) <u>Reason:</u> For the avoidance of doubt and in the interests of proper planning.
4	Construction Environmental Management Plan (CEMP) The development hereby permitted shall be carried out in accordance with the approved Construction Environmental Management Plan HTR-WAB-PI-XX-HS-W-0006 S4-P09 dated May 2024. No variation shall be made without the prior written approval of the Local Planning Authority. Approval will not be given if, in the reasonable opinion of the Local Planning Authority, the proposed variation creates new environmental impacts which exceed the range or scale of those measured and assessed in the Environmental Statement (including the further information) and which the Local Planning Authority considers may require further or additional mitigation measures. <u>Reason:</u> To ensure that the construction process is carried out in a manner which will minimise disturbance, pollution & nuisance to neighbouring properties or within the public realm. To avoid inappropriate parking practices and turning and manoeuvring of construction vehicles which adversely impact either the use- or safety- of the public highway. This condition is imposed having due regard to policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
5	Noise and Vibration and Re Housing (A) The development hereby approved shall be carried out in accordance with the approved Noise & Vibration Management Plan – HTR-WAB-PI-ZZ-PL-W-0005-S4-P04 unless otherwise agreed in writing by the Local Planning Authority. (B) Prior to the commencement of any phase of development a scheme for the installation of noise insulation or the reasonable costs thereof, or a scheme to facilitate temporary rehousing of occupants, as appropriate, will be implemented

	by the developer, shall be submitted to and approved in writing to the Local Planning Authority. (C) The scheme shall include provision for the notification of affected parties. Noise insulation or the reasonable cost thereof will be offered by the developer to owners, where applied for by owners or occupiers, if either of the following apply to property lawfully occupied as a permanent dwelling: i. where the predicted noise level exceeds the noise insulation trigger level, as presented in Table E.2* for the corresponding times of day; or ii. where the total noise (pre-construction ambient plus construction noise) is 5 dB above the existing airborne noise level for the corresponding times of day, whichever is the higher; and iii. for a period of 10 or more days of working in any 15 consecutive days or for a total of days exceeding 40 in any 6-month period. (D) Temporary rehousing, or the reasonable costs thereof, will be provided by the developer, where applied for by legal occupiers, where the construction of the development causes, or is expected to cause, construction noise levels (pre-construction ambient plus construction noise) to exceed which is the higher of either: i. 10 dB above any noise levels in Table E.2*; or ii. 10 dB above the existing ambient noise level for the corresponding time of day, whichever is the higher; and iii. for a period of 10 or more days of working in any 15 consecutive days or for a total number of days exceeding 40 in any 6-month period. (*Refer to British Standard 5228-1:2009+A1:2014 (Code of practice for noise and vibration control on construction and open site – Noise) (E) The scheme shall include provisions which are to be made for non-residential buildings where the occupants are likely to be particularly sensitive to noise (including educational establishments), subject to individual consideration by the developer upon application by the affected party. <u>Reasons:</u> In the interests of the amenities of local residents and to safeguard the health and well-being of residents and other land users during construction. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
6	Community Liaison Plan No development shall take place until a Community Liaison Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The Community Liaison Plan shall include, but not be limited to: i. A designated community liaison officer to act as the primary contact for local residents and businesses throughout the construction period. ii. A communication strategy, including details of how the local community will be informed about the construction schedule, significant works, and any

	expected disruptions (e.g., noise, vibration, traffic management). iii. A regular consultation process with residents and businesses to address concerns, including a minimum of quarterly public meetings or newsletters throughout the duration of the works. iv. A complaint handling procedure to ensure that any concerns raised by the community are logged, investigated and addressed in a timely manner. This shall include a mechanism for escalation to the Local Planning Authority if necessary. v. A system for providing advance notice to local residents and businesses of any major construction activities, such as night-time working or road closures, with appropriate lead time (e.g., a minimum of 7 days). vi. A feedback mechanism to report back to the community about actions taken in response to concerns raised. <u>Reason:</u> In the interests of the amenities of local residents. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
7	Archaeology The development hereby approved shall be carried in accordance with the details set out within the Pipeline Archaeology Management Plan (AMP) – Appendix A8.7 in the Environmental Statement and the Written Scheme of Investigation (WSI), produced by MOLA dated 15th October 2024, unless otherwise agreed in writing by the Local Planning Authority. <u>Reason:</u> To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations in accordance with the NPPF.
8	Surface Water Drainage (SUDS) & Drainage Management No development shall commence within a Phase until a detailed surface water drainage scheme for that Phase, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. <u>Reason:</u> To ensure a sustainable drainage system is implemented to manage the increased risk of flooding, to improve and protect water quality and improve habitat and amenity.
9	Ecological Clerk of Works and Updated Surveys An Ecological Clerk of Works (ECoW) shall be appointed, to be full time on site during site preparation and clearance and during any works in sensitive areas, and to undertake regular monitoring visits throughout the construction programme. The ECoW shall also assess the need for and arrange the completion of updating surveys for protected and notable species (including nesting birds, reptiles, Badger, Otter and Water Vole) as appropriate. The results of any updating surveys shall be provided in writing to the Local Planning Authority upon completion. <u>Reason:</u> To protect and enhance biodiversity in accordance with the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, the Environment Act

	23021, NERC Act 2006, NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.
10	Tree Protection Measures The development hereby permitted shall only be carried out in accordance with the Arboricultural Impact Appraisal and Preliminary Arboricultural Method Statement (Reference Appendix A9.18 Revised Pipeline Arboricultural Impact Assessment, February 2025 (Post submission update to record minor scheme changes) and British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations). The approved tree protection measures shall be implemented before any equipment, machinery, or materials are brought on to the site in connection with the works. They shall be retained intact for the duration of the construction works and shall only be removed or altered following completion of that phase unless otherwise agreed in writing by the Local Planning Authority. <u>Reason:</u> To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.
11	Public Right of Way No fencing shall be installed and any existing shall be removed and made good to the Heritage Stream side of the entire length of the proposed diversion route of Footpath Havant 34. The only exception being a suitable and high quality public safety barrier should it be considered necessary for public safety. Any such fencing shall be suitably maintained by the landowner/applicant and be approved by Hampshire Countryside Service. <u>Reason:</u> To provide a suitable level of protection and enhancement of the Public Rights of Way network, include public safety and security.
12	Public Right of Way The diversion shall be set out as shown on drawing Public Right of Way Diversion Plan, HTR-WAB-PI-BD-DR-T-0002 rev P02, with a minimum surface width of 3m constructed to Design Standards and subject to inspection and approval by Hampshire Countryside Service and a minimum 'corridor' width of 3m. The build-up and finish of the 'sidings' to each side of the footpath surface shall be approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to commencement of works to the Public Rights of Way diversion. <u>Reason:</u> To ensure the quality of the proposed public highway diversion and its suitability to be dedicated by the Highway Authority.
13	Public Right of Way The proposed diversion of Footpath Havant 34 shall be open for public use prior to the closure of the existing route it seeks to replace. Thereby, public access along Footpath Havant 34 shall be maintained throughout the duration of construction and operation of the development hereby approved. <u>Reason:</u> To maintain the public right to pass and repass along public highway 34.
14	Public Right of Way Prior to commencement, the detailed specification of the proposed PROW bridge shall be submitted to and approved in writing by the Local Planning Authority, in consultation

	with Hampshire Countryside Service. The bridge shall have a minimum surface/usable width of 3m along its entire length. <u>Reason:</u> To ensure quality and design is suitable for dedication by the Highway Authority.
15	Playing Field Reinstalment No works on the playing field shall commence until a scheme for the removal of the works/compound and the reinstatement of the playing field land has been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The reinstatement scheme must be in accordance with the agronomist report (report titled: AI-HTR-WAB-PI-P2-RP-W-0001_HAVANT RUGBY CLUB AGRONOMY REPORT) and Sport England guidance "Natural Turf for Sport" (2011). The works/compound must be removed from the site within 3 months of completion of the works on the playing field. Within 3 months of, or in the first planting season following, the removal of the works/compound the playing field land must be reinstated in accordance with the approved scheme. <u>Reason:</u> To ensure the site is restored to a condition and be used for sports recreation in accordance with the NPPF and Sport England Advice.
16	Details of Culverts Reserved Matters No works to upgrade the culverts shall take place until a reserved matters application, submitted pursuant to Condition 2, has been approved in writing by the LPA. The reserved matters application shall include: A. Details of the culvert configuration and construction methodology. This detailed configuration should include assessment to ensure that the proposed works do not adversely affect fish passage, and where required/practical fish passage is improved. B. Information demonstrating how the new culverts interact with the up and downstream bed level of the Riders Lane Stream. C. Evidence that the culverts provide sufficient capacity to ensure that the emergency discharge flow from Havant Thicket Reservoir can be safely conveyed without increasing flood risk as demonstrated in the approved FRA and FRA addendum. D. Detailed site level information demonstrating that there will be no permanent raising of ground levels or above ground structures located within areas of flood zone 3, as specified on the Environment Agency's Flood Map for Planning (Rivers & Sea), unless satisfactory compensatory floodplain storage is provided. E. Details of the management and maintenance strategy for the structures. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed in writing by the Local Planning Authority. <u>Reason(s):</u> To reduce the risk of flooding to the proposed development and ensure flood risk off site is not increased because of the proposed development, to ensure the infrastructure is maintained throughout its lifetime, to ensure that there is no impact upon watercourses from the crossing infrastructure and that proposed culvert upgrades do not pose a risk to hydro morphology or ecology, specifically relating to fish passage, in accordance with the National Planning Policy Framework 2024. To ensure that there are no detrimental impacts to flood storage volumes and/or flood flow routes.
17	Risk of Flooding The development hereby permitted must be carried out in accordance with the

	approved plans (as set out in condition 3) to ensure the development will not increase the risk of flooding. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority. <u>Reason(s)</u>: To ensure that there are no detrimental impacts to flood storage volumes and/or flood flow routes and to ensure that there is no impact upon watercourses from the crossing infrastructure.
18	Culvert and Pipeline Maintenance and Management Plan The operation of the development hereby permitted must not be commenced until such time as a long-term maintenance scheduled for the proposed development, including but not limited to the proposed pipeline and culverts, has been submitted to, and approved in writing by, the local planning authority. <u>Reason</u>: To ensure infrastructure is maintained throughout its lifetime and does not increase flood risk.
19	Details of Contamination Reasonable vigilance for the presence of contamination and buried hazards shall be maintained during all groundwork. In the event that any significant buried waste material, possible UXO or suspected contamination is encountered (e.g. significant made soils, or any obviously contaminated, stained, discoloured or odorous soil/groundwater); works in affected areas of the site shall cease until the Local Planning Authority has been notified of the discovery and a scheme to deal with the risks associated with the suspected contamination has been submitted to- and approved in writing by the Local Planning Authority. The scheme may take a proportionate approach to the degree of formality adopted and may comprise separate results / reports / statements as appropriate, but unless specifically excluded by agreement shall include; 1) Investigation in the vicinity of the suspect material, sufficient to characterise it's nature, likely extent & mobility, 2) An appropriate assessment of the risks & hazards posed to all receptors that may be affected, based upon 1), and; 3) Where potentially unacceptable risks are identified by 2), a Remediation / Risk Management Strategy that includes appropriately considered remedial objectives and clearly defined proposals for achieving these, having due regard to sustainability All investigation, assessments & other actions required by 1)-3) above (and B, below) shall be undertaken & documented by competent persons, and the findings presented in a written format. The scheme shall be implemented as approved. Prior to the commissioning of any relevant part of the permitted development, EITHER of the following shall be submitted to the Local Planning Authority; A) A written statement confirming that no suspected contamination was identified during development, OR; B) Documentation in accordance with 1) & 2) above; together with a Verification Report (where appropriate) which demonstrates that the agreed remediation objectives (3)) have been met. <u>Reason</u>: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution

	from previously unidentified contamination sources at the development site. <u>Reason:</u> To comply with Policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 187, 196 & 197 of the National Planning Policy Framework 2024.
20	Pollution Management and Mitigation Plan Prior to each Phase of the development a suitable Pollution Management and Mitigation Plan shall be provided demonstrating that the risk to controlled waters that the risks to controlled water will be appropriately managed. This should be submitted to, and approved in writing by, the Local Planning Authority <u>Reason:</u> To demonstrate that activities associated with the construction of the scheme will not pose pollution risks to ground or surface waters.
21	Biodiversity Net Gain (BNG) Unless otherwise approved in writing by the Local Planning Authority, a Biodiversity Net Gain Plan shall be prepared in accordance with the Environmental Statement Volume 4 – Appendices, Appendix 9 Biodiversity, Appendix 9.21 Biodiversity Net Gain (BNG) Assessment (AtkinsRealis) June 2024), the Statutory BNG Metric for Area and Hedgerow Habitats (Atkins Realis, 18 April 2024) and the Statutory BNG Metric for Watercourses (April 2024) and must include: 1. information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat; 2. the pre-development biodiversity value of the on-site habitat; 3. the post-development biodiversity value of the on-site habitat; 4. any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development; 5. any biodiversity credits purchased for the development; and 6. any such other matters as the Secretary of State may by regulations specify. <u>Reason:</u> To provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.
22	Landscape & Ecological Management Plan (LEMP) Prior to the commencement of development, a Landscape & Ecological Management Plan (LEMP) shall be submitted to an approved in writing by the Local Planning Authority. The LEMP shall be in accordance with the ecological avoidance, mitigation, compensation and enhancement measures as detailed in the Havant Thicket Reservoir - Pipeline Planning Application Technical Note and Biodiversity Net Gain Statement (both Portsmouth Water, 19 February 2025) unless otherwise agreed in writing by the Local Planning Authority. It shall include, but not necessarily be restricted to: full details of all measures to avoid and mitigate the potential impacts of proposed development; full details of proposed habitat impacts and habitat creation, including location, area, composition, establishment and ongoing management, monitoring and responsibilities. The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reason:</u> To provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy

	March 2011.
23	Habitat Management and Monitoring Plan (HMMP) The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include: i. a non-technical summary; ii. the roles and responsibilities of the people or organisation(s) delivering the HMMP; iii. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan; iv. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and v. the monitoring methodology and frequency in respect of the created or enhanced habitat. Notice in writing shall be given to the Council when the: (a) HMMP has been implemented; and (b) habitat creation and enhancement works as set out in the HMMP have been completed. • The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. • Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP. The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reason:</u> In the interest of securing and monitoring biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990.
24	Details of Bus Stop Relocation and Footpath Diversion Routes Prior to the closure of any bus stops and roads, details shall be submitted to and approved in writing by the Local Planning Authority, of alternative temporary bus stop locations and pedestrian and vehicular diversions and waling routes, once the development is completed these temporary locations will be removed and the land reinstated to its former condition. Reason: In in interests of sustainable travel and inclusive access and accord with the NPPF.
25	Submission of Construction Traffic Management Plan (CTMP) Prior to commencement of any phase of development a full Construction Traffic Management Plan (CTMP) in accordance with the framework CTMP (reference HTR-ATK-XX-XX-RP-Z-0077 dated 31 March 2021 or as amended) and Works Area

	Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority). <u>Reason:</u> To ensure the safe and efficient operation of the highway network and to safeguard residential amenity.
26	Submission of Updated Framework Construction Traffic Management Plan (fCTMP) Prior to the commencement of development an updated Framework Construction Traffic Management Plan (fCTMP) (which includes the Reservoir Site) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority). <u>Reason:</u> To ensure the safe and efficient operation of the highway network.
26	Noise and Vibration Monitoring All noise- and vibration-intensive construction activities, including but not limited to shaft construction works, piling, compaction, tunnelling, open cut/trench works and heavy machinery operation, shall be subject to a risk assessment and appropriate monitoring. A noise and vibration monitoring regime shall be implemented prior to and during all noise- and vibration-intensive activities. The regime shall include: <u>Noise Monitoring</u> i. Continuous real-time monitoring of construction noise levels ($L_{Aeq,T}$) at agreed receptor locations. ii. Noise alert thresholds set at agreed site noise limits, with instant notifications to the site manager. Should the exceedance be of the red level threshold, HBC would be notified in writing within 2 working days with detail of the exceedance and any remedial actions taken. iii. Quarterly reporting summarising noise levels at each monitoring location, times of any exceedance, construction activities happening at the time and the mitigation actions taken. <u>Vibration Monitoring</u> i. Continuous real-time tri-axial monitoring, with the ability to store, analyse and transmit information remotely. ii. Alert thresholds set of the agreed PPV limits, with instant notifications sent to the site manager. Should the exceedance be of the red level threshold, HBC would be notified in writing within 2 working days with detail of the exceedance and any remedial actions taken. iii. Quarterly reporting summarising vibration levels recorded at each sensor location, times of any exceedance, construction activities happening at the time and the mitigation actions taken. The noise and vibration monitoring regime shall be maintained for the duration of all noise- and vibration-intensive construction activities. <u>Reason:</u> To protect the amenity of neighbouring occupiers and to ensure prompt mitigation of potential adverse impacts from noise and vibration emissions. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
27	Details Inclusive Access and Disabled Parking

	Prior to any public use of any temporary footpaths and permanent footpath diversions, including the closure and reprovision of any disabled parking bays, details shall be submitted and approved in writing by the Local Planning Authority of a scheme indicating the provision to be made within that phase for people with disabilities. The agreed scheme shall be implemented before the footpath, diversions and parking concerned are brought into first use. <u>Reason:</u> In the interests of social inclusion and sustainable development.
28	Details of Lighting (Permanent and Temporary including construction) Prior to the installation of any external lighting and construction lighting, a lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the lighting specification, design measures to minimise light pollution, and any operational restrictions proposed (such as shielding or timers), with supporting plans and isolux diagrams, as necessary. All external lighting associated with construction activities shall be designed, positioned, directed, and operated to minimise light spill onto adjoining land and properties and to avoid unnecessary illumination of the night sky. The Strategy must include: - Proposed specifications for external lighting. - Measures to prevent obtrusive light to residents and distraction of motorists. - Measures to minimise light pollution. - Appropriate energy efficiency technology - Permanent lighting will comprise hooded luminaires directed away from vegetation, particularly the boundary hedgerows and treelines to avoid any light spill onto retained vegetation. - Lighting will follow good practice current at the time of detailed design. The lux level will be as low as possible to meet their purpose safely and effectively. The development shall be carried out in accordance with the approved Lighting Strategy and shall be retained and maintained as such thereafter. The lighting shall be operated in accordance with the approved strategy for the duration of the construction works The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reason:</u> In the interests of safety, visual and residential amenity and habitats and the environment. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
29	Control of Construction – Schools No Phase of the development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority - That the construction of the pipeline adjacent to school(s) is carried out only during the school summer holidays and the dates are to be agreed prior any works commencing. - Details of noise attenuation methods adjacent to schools. - Details of dust suppression techniques and methods. - That in either method of construction pre-start and post construction surveys are conducted, of the schools buildings adjacent to the school's boundaries to monitor

	for any damage caused as a result of the construction methods used. v. Details of noise construction limits are set in consultation with the Council's Environmental Health Officers and that Officers monitor should these noise limits be exceeded during the construction adjacent to the school. vi. Details of Construction Traffic Management arrangements in the interests of pedestrian and vehicle safety near the schools. The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reason:</u> To ensure that the impact of the proposed construction does not impact on the health and well-being of students and staff, parents at nearby schools. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
30	Acoustic Screening All shaft work areas will be bound on all sides by solid site hoarding, 2.4 meters in height, formed from solid and imperforate panelling with a minimum mass of 10 kg/m². The edges and joints between panels will be sealed to ensure full acoustic integrity. The open-cut section will not be hoarded (sections P2 and P9) however Noise barriers (both fixed to the hoarding and mobile around the works) shall be utilised during construction near St. Thomas Moore's School and Bidbury School, to eliminate the line-of-sight between noise source and schools where possible. Reason: In the interests of the amenities of local residents and to safeguard the health and well-being of residents and other land users during construction. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
31	Dust Control Method Statement No development (including demolition and site clearance) shall take place until a Dust Control Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Dust Control Method Statement shall include, but not be limited to: i. A summary of the dust-generating activities (e.g., demolition, earthworks, material handling). ii. Mitigation measures to control dust emissions, such as: iii. Dust suppression techniques (e.g., water spraying or damping down). iv. Covering or sheeting of stockpiles and vehicles transporting loose materials. v. Wheel washing for vehicles leaving the site. vi. Limiting vehicle speeds on unpaved site roads. vii. Procedures for monitoring visible dust emissions during works. viii. Identification of a site representative responsible for dust management and mitigation. The approved Dust Control Method Statement shall be implemented during the construction works. <u>Reason:</u> To minimise the impact of dust emissions on local air quality and the amenity of neighbouring occupiers, in accordance with To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
32	Details of Works Area/Compounds Notwithstanding the details provided with the works areas Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) the following details shall be provided prior to

	works commencing at each compound works area location: - Location of plant and compounds and other storage facilities. - Details of the external appearance of welfare, site offices, facilities including location of windows. - Details of boundary treatments and temporary and site specific acoustic screening. - Details of service and delivery times. - Details of acoustic screening and plant insulation including generators - Details of named site contact at the works location. - Reinstatement works along boundary and screen planting. - Details of any generators, their operational requirements. The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reasons:</u> In the interest of residential amenity, air quality and appearance and character of the area. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
33	Landscape Details, Management and Maintenance The landscape reinstatement shall be carried out in accordance with the approved plans set out in Condition 3. The phases subject to a Reserved Matters Application full details of the landscaping of that parcel, landscaping details shall submitted to and approved by the Local Planning Authority prior to first use. The details shall include: - Written specifications (including cultivation and other operations associated with plant and grass establishment, - Planting methods, tree pits & guying methods, - Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, - Retained areas of grassland cover, scrub, hedgerow, trees and woodland - Manner and treatment of watercourses, ditches and banks, - Details of all hard-surfaces, such as paths, access ways, seating areas and parking spaces, including their appearance, depth and permeability, - A timetable for implementation of the soft and hard landscaping works. The scheme of Landscaping Works shall be implemented in accordance with the approved timetable. In respect of the approve landscaping reinstatement works and future RMA Phases any plant which dies, becomes diseased or is removed, within 10 years shall be replaced with another of similar type and size, unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter. Reason: In the interests of visual amenity and managing impact on the existing habitats.
34	Maintenance and Management Plan - Permanent Shaft Locations and Pipeline Infrastructure Prior to first use of the development details of the management and maintenance arrangements of the tunnel shaft and associated infrastructure shall be submitted to approved in writing to the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter, unless otherwise agreed in writing with the Local Planning Authority.

	<u>Reasons:</u> To ensure appropriate accesses can be maintained and in the interests of residential amenity and highway safety. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
35	Hours of Construction No construction shall take place outside the hours of 07:00-19:00 Monday to Friday or 07:00-13:00 on Saturday ((any works due to take place prior to 8am will be limited to 'quiet' activities insofar as is practicable for that stage of construction) and no Sunday or Public Holiday working, with the following exceptions of; • specific works to be agreed in writing with the Local Planning Authority in advance, including details of the task, dates, and duration of works. <u>Reason:</u> In the interest of residential amenity, air quality and appearance and character of the area. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

Appendices 1 Plans

- (A) Site Location Plan
- (B) Redline Boundary
- (C) P0 BD DUAL PIPELINE PLAN AND LONGSECTION
- (D) P1 DUAL PIPELINE P AND LS
- (E) P2 DUAL PIPELINE P AND LS
- (F) P9 DUAL PIPELINE P AND LS (open cut)
- (G) Bedhampton 2 Site Plan
- (H) BEDHAMPTON AND SHAFT W1 SITE COMPOUND LAYOUT
- (I) SHAFT W5 SITE COMPOUND LAYOUT
- (J) SHAFT W6 SITE COMPOUND LAYOUT
- (K) SHAFT W1 GENERAL ARRANGEMENT
- (L) SHAFT W5 GENERAL ARRANGEMENT
- (M) SHAFT W6 GENERAL ARRANGEMENT
- (N) PIPELINE CROSS SECTION DETAILS
- (O) PUBLIC RIGHT OF WAY DIVERSION PLAN

Appendix 2 Informative (s)

Sport England

The restoration scheme for playing field land should be undertaken by a suitably qualified specialist sports turf consultant/contractor/agronomist. The applicant should be aiming to ensure that any replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch sport National Governing Bodies.

National Highways

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Hampshire Fire and Rescue

Building Regulations: Access for Firefighting

Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations.

Hampshire Act 1983 Section 12 – Access for Fire Service

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.

Fire and Rescue Services Act 2004

The following recommendations are advisory only and do not form part of any current legal requirement of this Authority.

Access for High-reach Appliances

High reach appliances currently operated by the HIWFRS exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high-reach appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for firefighting may be necessary. You should contact the Water Management Team, Hampshire & IOW Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (hydrants@hantsfire.gov.uk) to discuss your proposals.

Testing of Fire Safety Systems

HIWFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles.

Fire-fighting and the Environment

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.

Public Rights of Way Informative(s):

1. Nothing connected with the development, or its future use, shall have an adverse effect on the Public Rights of Way, which must always remain available for safe public use at all times.
2. Should the developer identify the need to temporarily close or adjust a PROW, they should follow the guidance on the Hampshire County Council website. This includes further information on the duties as a land owner and/or developer, found at Landowners guide to public rights of way | Hampshire County Council (hants.gov.uk).
3. No vehicles (including builder's and contractor's), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the public right of way at all times.
4. Granting of planning permission does not grant the applicant access rights to the site via the PROW network and separate consent is required.
5. All vehicles that would be legitimately accessing the site via a Public Right of Way should give way to public users, which could include horse-riders and cyclists, at all times. In cases with legitimate vehicular access a Construction Traffic (or Environmental) Management Plan (CTMP) should be submitted to, and approved by, Hampshire Countryside Service as Highway Authority prior to any approval by the Planning Authority, and prior to commencement, to ensure the protection of biodiversity and public safety.
6. No works to the surface of the Public Right of Way shall be carried out without prior approval of the Area Countryside Access Manager. Any damage caused to the surface of the Public Right of Way by construction traffic will be required to be restored to the satisfaction of the Area Countryside Access Manager upon the completion of the build.

Environment Agency Informative (s)

All wastes arising from this development must be dealt with under an appropriate regulatory framework.

Dewatering activities need to be done under an appropriate regulatory framework, and may require an environmental permit.

A watching brief should be maintained throughout the development for the evidences of any Dolines/swallow holes or solution features. If any features are identified they should be appropriately managed so there is no risk of impact to the underlying chalk aquifer or associated Source protection zone.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

For site specific permitting advice please contact email:

robert.waite@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Network Rail Informative (S)

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone • damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network

Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway should be made aware to the future occupiers of the site. It must also be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains. The appropriate building materials should be used to reduce any potential noise disturbance from the railway.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Existing Rights

Whilst not a planning matter, we would like to remind the applicant of the need to identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

Property Rights

Notwithstanding the above, if any property rights are required from Network Rail in order to deliver the development, Network Rail's Property team will need to be contacted.

If you would like to discuss any of the above, please contact your local Network Rail's Asset Protection team:

Anglia: AssetProtectionAnglia@Networkrail.co.uk

Kent and Sussex: AssetProtectionLondonSouthEast@NetworkRail.co.uk

Wessex: AssetProtectionWessex@NetworkRail.co.uk

To identify your route, please use the link:

<https://www.networkrail.co.uk/running-the-railway/our-route>