HAVANT BOROUGH COUNCIL
22 MAR 2021
RECEIVED

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To: Lewis Oliver,
The Planning Department,
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Civic Centre Road,
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21/03/2021.

Dear Lewis,

Representation comment to the draft order under section 257 of the Town and Country Planning Act 1990, to allow diversion of Bridleway 120 in relation to Portsmouth Water's planning application reference APP/20/00990.

It is the intention of East Hampshire District Council and Havant Borough Council to make an order (should planning permission be granted to the Havant Thicket reservoir) under the Town and Country Planning Act 1990, to allow bridleway 120 to be permanently diverted south around the reservoir.

My comment as a local resident to the draft order is as follows:

On page one of the draft order, it is stated BY THIS ORDER that 2. 'There shall be created to the reasonable satisfaction of The Council of the Borough of Havant and East Hampshire District Council an alternative highway of use as a replacement for the said bridleway as provided in Part 2 of the Schedule and shown by bold black dashes on the attached plan'.

Due to the regular use of motorbikes along many of the footpaths in the area, which I have witnessed, I think specific standards need to be included in the order, to ensure that the diverted bridleway is not used by motorcyclists to create a circular motorbike track around the reservoir and Havant Thicket forest, particularly during the ten years of construction. Therefore in this context, I find the standard of 'reasonable satisfaction' to be too vague.

Requested additions: In the aforementioned context, I think the order to permanently divert bridleway 120 should include the gate designs and the numbers of gates to exclude motorcyclist anti-social behaviour, the quality surface materials used and the fencing to maintain public safety; in addition to the bridleway being completed to reasonable satisfaction. If it is not an automatic condition of the order, existing bridleway 120 should remain open to the public until the diverted bridleway has been finished.

The full extent of motorcyclist anti-social behaviour on and around the proposed development site: The Hampshire Police Constabulary and members of the public have mentioned the problem of motorcyclist anti-social behaviour on the development site in the reservoir planning application, but I question how aware Portsmouth Water and the Local Planning Authorities are of the full extent of the problem. Portsmouth water has said that it will incorporate barriers to stop the proposed northern and southern access routes being used by motorcyclists for anti-social behaviour. However, prior to the finish construction date 2029/2030, the permanent diverted bridleway could actually increase the problem in the intermittent period, unless effective gates/barriers are installed on the diverted bridleway to prevent access by motorcyclist anti-social behaviour.

It should be taken into consideration that currently motorcyclists are gaining access to the site through permissive footpaths (legal rights of way). Principally through the legal right of way that runs northwards

from Swanmore Road, The Warren (which will become part of the diverted permanent bridleway) past the edge of Deerslaughter Plain and Bell's Copse into Havant Thicket forest (see OS 1:25,000 grid ref: SU 709095 for access point). Another popular route for motorcyclists has been through Park Lane, The Warren (see SU 703091 for access point) and via the paths and fields around Dunsbury Hill farm. There are no gates/barriers protecting access to either of these footpaths from motorcyclists. I have also witnessed motorcyclists riding on the paths in the Staunton Country Park. I should stress that motorbike use in the Havant Thicket countryside area is common - including on Blendworth Common - particularly at weekends (see attached map for the paths and areas I have witnessed motorcyclists using; and I am sure more paths are used). Under lockdown I have walked the paths on many occasions for exercise.

Existing bridleway 120 conditions: The existing bridleway 120 runs west to east 1.08 miles across the grassland (marked as points A - N on the Atkins map). During autumn and winter the path becomes very muddy and water logged along large distances, where either wellington boots or walking boots are needed. Despite the rough condition the bridleway can deteriorate to at these times of year, it still remains a popular route (see attached photographs). Four metal gates generally protect the bridleway from motorcyclist use; two at the west and east access points and two either side of The Avenue ancient woodland. I have often encountered people walking the bridleway and occasional horse riders and mountain bike users, but so far - thankfully - I haven't encountered motorcyclists using bridleway 120 across the grassland. Technically it is possible to get through the gates with a motorbike, but the metal gates have seemingly been sufficient enough to deter motorcyclists, when many other paths around the area are used by them. It maybe the case that the condition of the existing bridleway makes it unattractive to motorcyclists, as well as the gates.

Better quality surface materials on diverted bridleway 120 will attract motorcyclist attention: If planning permission is granted to the reservoir development, existing bridleway 120 will be permanently diverted to the south and become the perimeter bridleway around the reservoir proposed in Portsmouth Water's planning application. I understand that Portsmouth Water will want to finish the path to an attractive standard (hopefully aesthetically appropriate to a countryside setting) for walkers, cyclists, horse riders and families visiting the reservoir, and from the Staunton Country Park. When the project is completed visitors will expect the conditions to be far better than the existing conditions for bridleway 120, since they will be paying for parking and this raises expectations.

Given the construction needs of Portsmouth Water to develop the site, diversion of bridleway 120 will probably be one of the first set of construction priorities the company will want to undertake. It may also be the case that once the bridleway has been permanently diverted, the bridleway may receive a surface upgrade before the official opening of the reservoir and visitor centre. Therefore within the final order, the surface design, materials, fence posting and gate designs and numbers should be referred to accurately, rather than just incorporating a vague generalisation standard of 'reasonable satisfaction' in the order, which means different things to different people.

If a stone chipped bridleway is created without effective barriers, by existing precedent you can guarantee that motorcyclists will use it during the ten year development project. The gate designs and how many along the permanently diverted bridleway, need to be clearly thought out to fully deter motorcyclist anti-social behaviour. If it is not an automatic condition of the order, access to the existing bridleway 120 should remain open until the diverted bridleway is ready for use by the public.

In summary: In context, I think the order to permanently divert bridleway 120 should include the gate designs and number of gates to exclude motorcyclist anti-social behaviour, the quality surface materials used and the fencing to maintain public safety; in addition to the bridleway being completed to reasonable satisfaction. Existing bridleway 120 should remain open until the diverted bridleway has been finished.

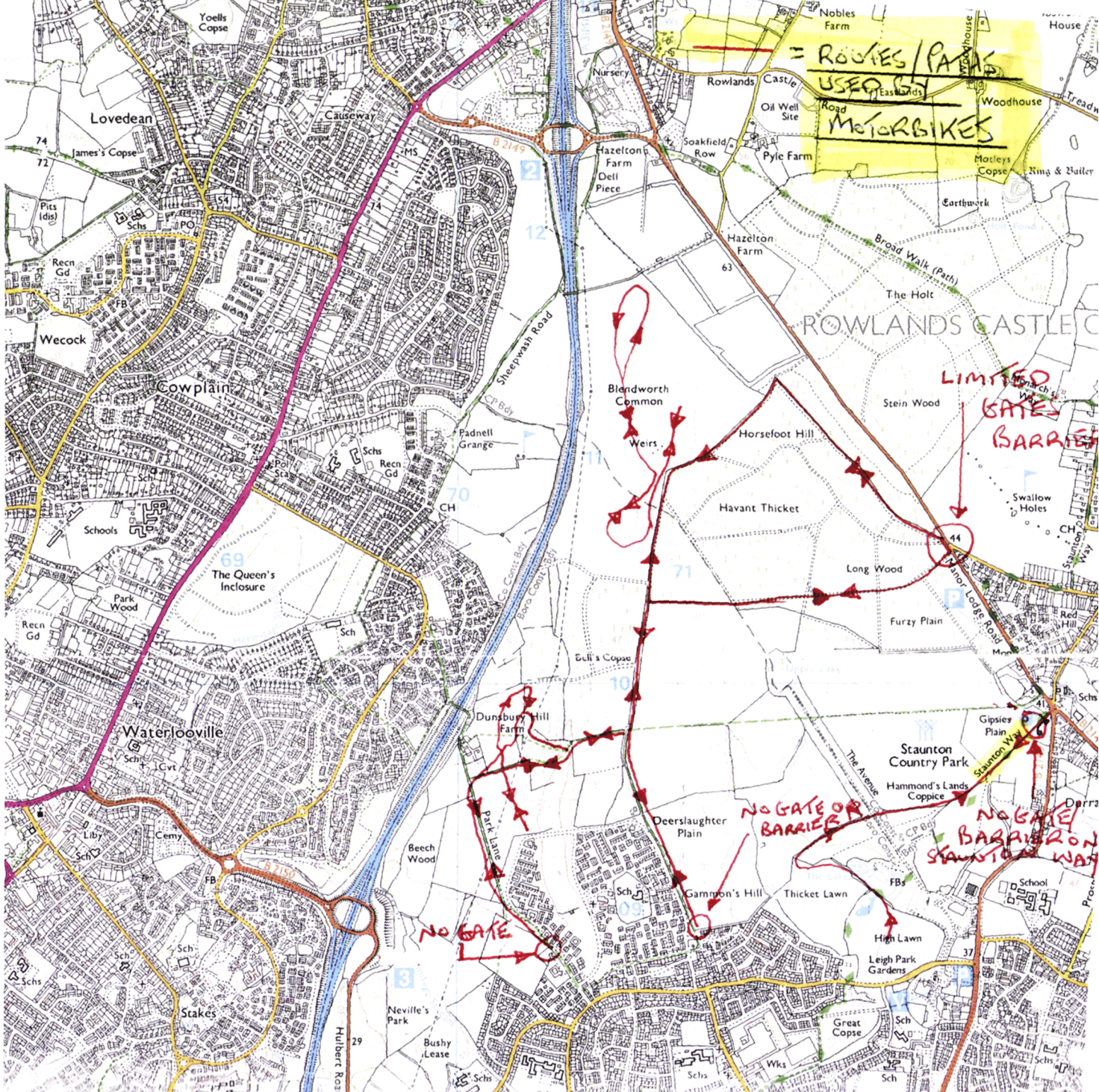
Yours Sincerely

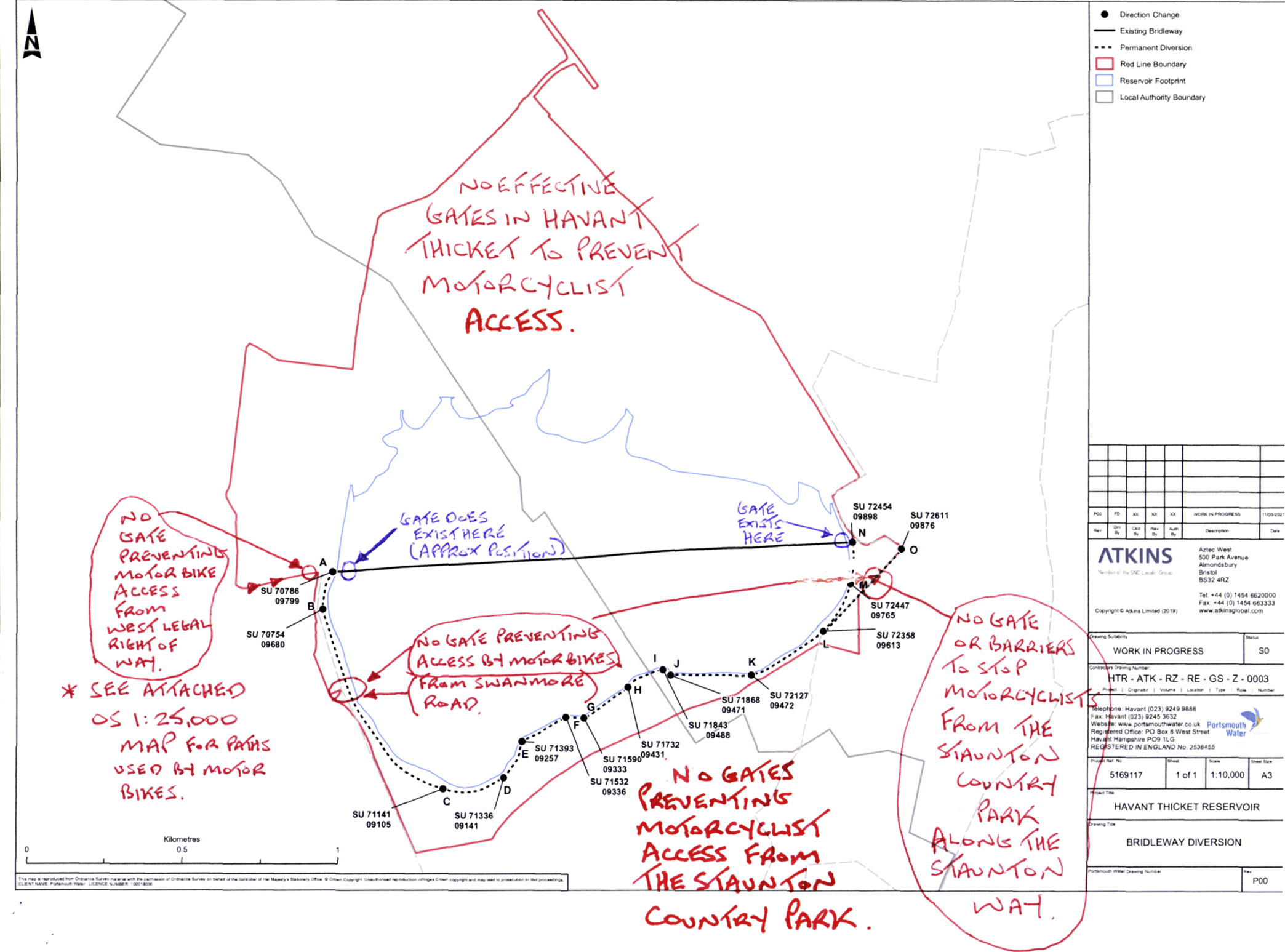
S.R. Luck.

Mr Stewart Luck.

OS 1:25,000 SCALE MAP OF HAVANT THICKET AND THE PROPOSED RESERVOIR DEVELOPMENT SITE

RED MARKED LINES — ON MAP, FOLLOW LEGAL RIGHTS OF WAY AND PATHS IN HAVANT THICKET FOREST AND THE STAUNTON COUNTRY PARK WHERE I HAVE EXPERIENCED MOTOR BIKE RIDING AND ACCESS.





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P00	FD	XX	XX	XX	WORK IN PROGRESS	11/03/2021

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Drawing Suitability	Status
WORK IN PROGRESS	S0

Contractors Drawing Number: HTR - ATK - RZ - RE - GS - Z - 0003
Project | Originator | Volume | Location | Type | Role | Number

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Portsmouth Water

Project Ref. No	Sheet	Scale	Sheet Size
5169117	1 of 1	1:10,000	A3

Project Title: HAVANT THICKET RESERVOIR

Drawing Title: BRIDLEWAY DIVERSION

Portsmouth Water Drawing Number	Rev
	P00



Above: Illustration of motorcyclist damage on Blendworth Common. Motorcyclyists access it from the path that leads north from Swanmore Road (and other routes) to Havant Thicket Forest**. Diverted bridleway path 120 would need barriers to prevent access by motorcycylists.**



Above: Example of motorbike damage to the west bank of Havant Thicket Forest ancient woodland, next to Blendworth Common.



Above: West boundary gate of bridleway 120, which normally deters the bridleway being used by motorcyclists (although technically, a motorcyclist could get through it). On the Atkins map, which also indicates the permanent diversion bridleway, this is point A (SU 7078609799). *The permanent diversion Bridleway needs to block use by motorcyclists that would surely exploit it as a circular route around the whole perimeter of Havant Thicket and the Staunton Country Park.*



Above: Straight ahead, the west boundary gate of bridleway 120, but the path turning south to Swanmore Road, The Warren, is used by motorcyclists because there is no kissing gate and gate for horses where the legal right of way meets Swanmore Road. The path leading north past Bells Copse wood to Havant Thicket Forest is also used by motorcyclists.



Above: Bridleway 120 during winter. From the western boundary looking towards Middle Clearing ancient woodland. Popularly used by walkers, horse riders and the occasional mountain bike user.



Above: Bridleway 120. East of Middle Clearing looking east towards The Avenue ancient woodland. Illustration of winter conditions but still of popular use to walkers etc.



Above: Bridleway 120 in winter: Looking south across Deerslaughter Plain and Gammon's Hill. Despite difficult conditions the path is still popularly walked, even in winter.



Above: Bridleway 120. East of The Avenue ancient woodland looking towards the edge of Havant Thicket Forest and Gypsies Plain. Winter conditions but still in popular use by walkers and horse riders.