

Attn: Narinder Lakhan
Havant Borough Council
Ref: APP/24/00405 (HTR to Bedhampton Pipeline)

Ramblers.
SEHants Group.
24-Jul-2024

Ref: 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. 2) Outline application for an associated underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance. An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

We accept the need for this application but do have several comments on the details.

The change from 'cut and cover' to 'tunnelling' for the pipeline will reduce the overall impact of the construction on the local community, but it does concentrate the impact in particular local areas and for an extended period. In particular, and of interest to us, is the effect on access to local open space and footpaths.

We feel that effort should be expended to avoid long term closures of open space and diversions of paths. We therefore ask that the phasing programme be reviewed to minimise the time that the various temporary diversions and closures are in place.

Diversion of footpath Havant34.

We accept the diversion of part of footpath Havant 34. This is agreed subject to the following suggestions which have been discussed with the applicant:

- 1). This diversion must be completed and accepted by HCC before the existing route is closed.
- 2). The preference is to avoid the sharp right angle turn at the eastern end of the diversion. This could be done by starting the diversion up to 50m further to the east in the area where the 'run to waste pipe' is shown to discharge into the stream. This would enable a more gentle diversion with no sharp corner. The 'run to waste pipe' is shown in this area so there will be work here in any case.
- 3). The proposed diversion is shown to be fenced on both sides. This 'boxing in' of the footpath should be avoided unless absolutely necessary. It is agreed that a security fence preventing access to the PWC site is required, but this only applies on one side of the path, and not for the full length of the proposed diversion. The west section of the diversion (west of the outlet channel and proposed new bridge) crosses a grass field. There is no need for security fencing at this point. Fencing or gates on the new path across this field should only be added if needed to control any stock in the field.
- 4). On the drawing *HTR-WAB-P1-W1-DR-T-0001* large areas of the grass field to the north west of the new bridge are shown as 'stoned up areas'. We understand that this is required for access for construction traffic, specifically to allow for the construction of the new bridge, and that the area will be reinstated as is now once the works are completed. We ask that this be made explicit when planning permission is granted.
- 5). In order to take advantage of the newly opened view across the Mill Pond we have suggested that a seat or bench near the new bridge over the 'outlet channel' be provided to allow walkers to enjoy the view south west over the pond. Removing the close fencing of the path would enable this.

Temporary diversions required during construction.

As shown by document *APP_24_00405-ES_VOL_4_APPENDIX_A13.2_TRANSPORT_ASSESSMENT_ADDENDUM_-_PARTS_1___2_APPENDIX-1980558.pdf*

For the PRoW footpath closures shown on page1. We understand the need to temporarily divert the Public Rights of Way (PRoWs) to enable the works to be carried out and do not wish to object to them per se. However, there are three proposed diversions that do cause us concerns. This is particularly so due to the length of time that these diversions are likely to be in place.

Havant506b north from Stockheath Lane.

This provides access into the open space from the south east. 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.

It is hoped, following the meeting with applicant, that it might be possible to keep this route open.

Havant 506b - South of Corhampton Crescent - Riders Stream crossing

The crossing of Havant 506b into Corhampton Crescent is an important access to the open space. It should be possible to fit a temporary route alongside the site perimeter fence as shown on document (APP_24_00405-PERMANENT_SITE_PLAN-1956875.pdf). This will probably require some trimming of the undergrowth at this point, but it is hoped that the applicant will be able to implement this adjustment allowing the route to remain open.

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 appreciated that it is not possible to move the compound sufficiently to free up all the access routes here. However, 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.

For and on behalf of the Rambler's Association - SE Hants Group.

Peter Westron.