
Site Address: Bedhampton Pumping Station, Meyrick Road, Havant.

Proposal: 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

Application No: APP/24/00204

Expiry Date: 7 May 2024

Applicant: Portsmouth Water Ltd

Agent: Atkins Realis

Case Officer: Narinder Lakhan

Ward: Bedhampton

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

HPS Recommendation: **APPROVE RESERVED MATTERS APPLICATION**

Executive Summary

This application has been submitted to Havant Borough Council (HBC) on behalf of Portsmouth Water and seeks approval for Reserved Matters (siting, scale, appearance and landscaping) relating to the Shaft 1 (Phase 1 Scheme) pursuant to Condition 2 of the outline planning permission under planning reference APP/20/00991 dated 15th October 2021 for a Pipeline from Bedhampton Springs to Havant Thicket Reservoir (the “Approved Scheme”). The planning application for the Reservoir (HBC Ref. APP/20/00990) was also approved in October 2021.

The Havant Thicket Reservoir site is located to the north of Havant and to the east of the A3(M). It has an area of approximately 160 hectares. A large area of the reservoir site lies within Staunton Country Park, a Grade II* Registered Park and Garden (RPG), and within the Sir George Staunton Conservation Area. The reservoir site lies within two local planning authorities, Havant Borough Council and East Hampshire District Council. The pipeline route, used to fill the reservoir, is entirely within the borough of Havant.

The reservoir will be filled with surplus water drawn from the springs at the Bedhampton works and will provide water supplies to Portsmouth Water customers in the summer months as required. The pipeline will also be used as an emergency draw down pipeline if the reservoir needs to be drained down in emergency conditions. The Havant Thicket Reservoir is allocated as a Strategic Site in the adopted Havant Borough Local Plan (Core Strategy) 2011, with a potential route for the pipeline safeguarded in the Havant Borough Local Plan (Allocations) 2014.

The approved pipeline corridor extends from the Portsmouth Water pumping station at Bedhampton, northwards through the Leigh Park estate, including being alongside the Hermitage Stream and residential roads to the proposed control house within the reservoir site. The length of the pipeline is approximately 4.8km, of which 210m is within the reservoir site.

This proposed scheme forms a key part of Water Resources in the South East group's regional strategy and Portsmouth Water and Southern Water's 25-year and 50-year Water Resources Management Plans, which gained approval from the Secretary of State for the Environment, and Ofwat, in 2019.

It is considered the submitted Reserved Matters application (RMA) accords with the approved outline design parameters and development specification. This phase when viewed in the context of the overall outline pipeline will result in minimal impact to nearby environmental sensitive receptors including existing ecological habitats, landscape, trees, land and heritage assets.

The proposed shaft forms part of the Approved Scheme, which is safeguarded in the adopted local plans through HBC Policies CS18 and CS19. The Approved Scheme was subject to an Environmental Impact Assessment (EIA) which assessed the scheme parameters; this element of the proposal raises no new or additional environmental impacts which were not considered as part of the Approved Scheme EIA.

1 Site Description

- 1.1 The approved pipeline scheme includes the reservoir at Havant Thicket and the pipeline connecting to Bedhampton Springs which is wholly within the administrative boundary of Havant Borough Council. The pipeline corridor extends from the Portsmouth Water pumping station at Bedhampton, northwards through the Leigh Park estate, to the proposed control house within the reservoir site. The length of the pipeline is approximately 4.8km of which 210m is within the reservoir site and included in application APP/20/00990.
- 1.2 This Phase of the development was identified in the approved scheme as part of "*Section 1 - Bedhampton Pumping Station to Chadswell Meadow*", where the route starts from the southernmost point at the pumping station heading north west across the open grassland area surrounding the pumping station before crossing under the railway line just south-west of Bedhampton Train Station. Once past the rail line, the route passes through a small area of buffer planting along the railway edge before meeting Chadswell Meadow.
- 1.3 The Shaft 1 site sits just south of Bedhampton Train Station and the application site is an area of hard standing that is currently used to store construction materials. The hard standing continues to the south and east of the site. The west of the site is filled with overgrown vegetation. A solar panel field is located to the south west.

2 Planning History

- 2.1 The application site has been subject to planning applications, the more significant/relevant applications are listed below:
- 2.2 **APP/20/0090** - Hybrid Application (part full and outline) – 1) Full Planning permission for development of a reservoir for raw water storage, a pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (ML), to support the planned bulk supply transfer of at least 21ML/d in extreme (currently defined as 1:200 year) drought conditions; Construction of an earth embankment

adjacent to Staunton Country Park; Construction of an overflow discharge/spillway at the south-western side of the reservoir and associated works; Construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road. Provision of viewing areas on the southern embankment and western edge of the reservoir. 2) Outline permission for a control house partially incorporated within landscaped earth mounding adjacent to the south-west embankment; together with provision of other earth embankments. Construction of a visitor centre / cafe, with storage areas and welfare facilities to the northwest of the reservoir to be used for recreational and education purposes; Provision of picnic area(s) and children's play area(s). Access routes from both junctions to the visitor car park; visitor car park comprising 193 car parking spaces and between 70 and 75 overflow spaces plus spaces for staff, coach/minibus and disabled drivers sited to the north-west of the reservoir. Creation of a permanent wetland on the northern side of the reservoir and construction of bird watching hide/screen(s); Recreational facilities for public amenity. Provision of perimeter tracks and a network of bridleways, cycle paths and footpaths; Construction of a slipway on the western bank of the reservoir for operational use only and a small section of the proposed pipeline (210m). - Permission subject to conditions and a S106 legal agreement (15/10/21).

- 2.3 **APP/20/00991** - Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) development of a new pipeline to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer comprising: Construction of an underground, bi-directional pipeline linking the reservoir with the existing pumping station at Bedhampton; Emergency drawdown discharge structure at Hermitage Stream; Upgrades to existing culverts; Washout and air valve chambers (typically below ground) - Permission subject to conditions and a S106 legal agreement (15/10/21).
- 2.4 Members are advised that this RM application has been submitted in conjunction with 14 Phase 1 pre- commencement planning conditions (listed below). In respect of this application it is only the RM details that are for determination by the Planning Committee. The discharge of planning conditions falls wholly within HBC officers' delegated powers and are subject to specialist technical advice and consultation.
- 2.5 For information, the discharge of conditions applications that have been made under Reference APP/20/00991 comprise the following:
- Condition 4 Phasing
 - Condition 5 Construction Environmental Management Plan
 - Condition 6 Construction Method Statement
 - Condition 7 Construction Traffic Management Plan
 - Condition 8 Traffic Management
 - Condition 10 Noise & Vibration
 - Condition 13 Archaeological Mitigation
 - Condition 14 Archaeological Written Scheme
 - Condition 12 Archaeological Management Plan.
 - Condition 16 Landscaping / Trees.
 - Condition 19 Flood Risk
 - Condition 20 On-site Emergency Flood Plan
 - Condition 21 Ecological Mitigation

- Condition 22 Ecological Clerk of Works

3 Proposal

- 3.1 This RM application is made to Havant Borough Council (HBC) by AtkinsRealis on behalf of Portsmouth Water for the approval of Reserved Matters relating to the Phase 1 Shaft in connection with the Planning Permission (reference APP/20/00991) for a new pipeline to transfer water from Bedhampton Springs to fill Havant Thicket reservoir.
- 3.2 The outline application was approved with some details reserved for approval in the form of reserved matters applications for each relevant phase. Details which were covered in the outline pipeline planning application included the general location, appearance and scale of the pipe and associated structures. Details which were reserved for approval at a later stage included confirmation of the exact pipeline route (within the red line boundary) and detailed design of the associated structures including inter alia, washout and air valve chambers (typically below ground).
- 3.3 The site for Shaft 1 (an associated structure referred to in para 3.2) is located adjacent to Bedhampton Pumping Station site, south of the railway line. This RM application is being submitted to allow installation of the shaft only (no pipelines) prior to any potential future development of this land which is now owned by Bellway Homes.

Shaft 1 Details

- 3.4 The proposed shaft will be up to 12m x 12m in area and 11.5m deep with associated air valve and washout chambers (see general arrangement at Appendix D). At ground level, once the development has been completed, the only visible structures will be the access covers. The proposal includes an access track, which will be a geotextile membrane and a build-up of stone linking to the internal roads at the Bedhampton Pumping Station site.

Supporting Documents

- 3.5 The Phase 1 RMA Application submission is supported by the following drawings:

Drawings

HTR-ATK-ZZ-ZZ-GS-Z-189 – Site Location Plan.
HTR-ATK-ZZ-ZZ-GS-Z-191 – Phase 1 Red Line Site Boundary.
HTR-WAB-PI-W1-DR-T-0004 - Site Compound Layout.
HTR-WAB-PI-W1-DR-T-0005 - General Arrangement.

All of the submitted plans are attached as Appendices to this report.

4 Policy Considerations

National Planning Policy Framework (December 2023)
Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS 1	(Health and Wellbeing)
CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS18	(Strategic Site Delivery)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS8	(Community Safety)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

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: Not applicable.

5 Statutory and Non-Statutory Consultations

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

Tree Consultant

No objection to RMA.

Landscape Team, Havant Borough Council

No objection. The proposed works are predominately underground and are not considered to have any significant detrimental impact on the landscape character. Recommend for screening planting around the perimeter of the site to screen views and retain a more verdant character of the area (landscaping details will be subject to conditions of the outline consent).

Hampshire County Council Public Health Team

No comments.

HBC Ecologist

No comments on RMA.

Community Infrastructure

There is an existing S106 dated 20/12/2023 for this site.

Building Control, Havant Borough Council

No comments.

Local Lead Flood Authority (LLFA)

No comment. Where works affect ordinary watercourses, consent may be required from the LLFA in addition to any planning permission given.

Heritage and Conservation

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

Hampshire Highways

Comments to follow.

Officer comment: *Comments are expected from Hampshire Highways at the time of drafting this report. Any recommendation of permission will be subject to this consultation response not raising any unresolved objections.*

Network Rail

No objection.

Countryside Access Team

No objection subject to the informative annexed to the recommendation section of the report.

South Downs National Park Authority

No comments to make on RMA.

Southern Water

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

Sport England

No objection/comments.

Environment Agency

No comments received.

National Highways

No objection.

Hampshire Fire and Rescue Service

No objection subject to the informative annexed to the recommendation section of the report.

County Archaeologist

The outline planning permission makes provision for archaeological mitigation (conditions 12, 13, 14) as set out in the archaeological management plan (AMP) and any subsequent detailed written schemes of investigation (WSI) and I would rely on those conditions to secure any archaeological mitigation and would not raise any additional archaeological issues in relation to the reserve matter application.

Historic England

No comments.

Portsmouth Water Catchment and Environment Team

No objection.

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: 53.

Number of site notices: 3 (posted 9.5.2024).

Statutory advertisement: Yes (10.5.2024).

Number of representations received: 2 Objections.

Summary of Objections:

Havant Climate Alliance and Havant Friends of the Earth object as follows (these objections are addressed more fully in paragraphs 7.30 to 7.43 below).

- Loss of hedgerow should be compensated with new planting.
- Impact on residents along Meyrick Road not fully considered in respect of noise and parking.
- Risk of flooding from groundwater a Flood Risk Assessment (FRA) needs to be provided.
- Plans are needed for how to deal with the drainage of wet spoil from the shaft.
- How will run off dealt with, it may enter Hermitage Stream or Langstone Harbour, with possible environmental risks.
- Impact of air shafts on Bellway Homes units.
- Wash out chambers will any waste water from this be discharged to the Hermitage Stream.

- New native hedgerow planting is needed to compensate for the loss of 65m² of blackthorn scrub. This currently provides for foraging and nesting birds.

Other Objections (these objections are addressed more fully in paragraphs 7.30 to 7.43 below).

- Red line boundary does not cover all areas impacted by the Shaft 1 works.
- Risk of groundwater impacts / flooding.
- Environmental impacts that need to be considered more fully & addressed.
- The Local Planning Authority (LPA) need to obtain additional information on how groundwater & liquid waste arisings from the shaft construction will be handled in order to be able to better understand and assess any associated impacts, especially to the Hermitage Stream and downstream SPA/SAC. If a significant risk is identified to Langstone Harbour SPA/SAC then a Habitats Regulation Assessment will be required.
- Traffic noise impacts exasperated by poor quality road surface. The LPA need to ascertain whether the applicant will be mitigating the noise impacts on this quiet street by repairing the road surface before Shaft 1 construction works commence.
- The shaft drawings make provision for both air valve and wash out chambers in the construction. Consideration needs to be given to the impact of these features, as this could impact whether this is an appropriate location for a shaft.

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
- (ii) Assessment of Reserved Matters (siting, scale, external appearance and landscaping).
- (iii) Ecology Trees and Landscape
- (iv) Historic Environment
- (v) Water Environment, Flood Risk and Drainage
- (vi) Traffic, Transport and Access
- (vii) Amenity – noise and air pollution
- (viii) Materials Resources and Waste
- (ix) Climate Change
- (x) EIA Compliance
- (xi) Response to Objector Comments
- (xii) Conditions and S106 Obligations

(i) Principle of Development

7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise. At the heart of the NPPF (2023) 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 this NPPF taken as a whole.

- 7.3 This application forms Phase 1 of the extant Pipeline Scheme, APP/20/00991, 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, 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 the Phase 1 Shaft forms part of the Approved Scheme, which is safeguarded in the development plan through adopted Policies AL6, CS18 and CS19.
- 7.4 The principle of the pipeline has therefore been established through the outline consent and cannot be revisited through this application - the only matters requiring further consideration are those in respect of the siting, scale, external appearance, and landscaping of the various Phases.
- 7.5 This ‘reserved matters’ application seeks approval for those detailed matters relating to the siting, scale, external appearance, and landscaping of the Phase 1 Shaft of the development only, and these detailed matters are considered within the report below.

(ii) Assessment of Reserved Matters

Siting

- 7.6 The parameters approved in respect of the outline scheme set out the approved ‘development envelope’ for the detailed design. The siting of the proposed Phase 1 Shaft sits entirely within that development envelope, is consistent with the outline approval and therefore is acceptable. No objection has been received from any statutory or non-statutory consultees in this respect. The siting will also not raise any new planning impacts which were not considered and assessed previously under the outline approval in respect of environmental receptors and the living conditions of adjoining land users.

Scale

- 7.7 It is considered that the scale and in particular the limited size of the shaft structure within the context of the site 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.

External Appearance

- 7.8 There will be limited views of Shaft 1. It 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 the construction (concrete hardstanding) are considered appropriate whilst taking into account the functionality of the structures and their intended future use. The shaft structure will therefore integrate with the existing character of the site as an area of hard standing that is currently used to store construction materials, limiting ancillary clutter. It is considered that the design

is sympathetic to and will integrate with its surroundings without causing any material impacts.

Landscaping

- 7.9 The proposal by its nature (underground shaft) will not result or require any additional landscaping in an area of existing hardstanding . It is therefore considered that this aspect of the RM is acceptable.

Conclusion on Reserved Matters

- 7.10 Shaft 1 has been designed in accordance with the parameters set out in the approved outline and owing to the siting and scale of Shaft 1 the impacts will not be significant and would not cause any demonstrable harm to environmental receptors and adjoining land users.
- 7.11 Local Plan Policies (particularly policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011) place significant emphasis on ensuring that development proposals integrate into the surrounding area and contribute positively to the established character. Once the shaft construction is complete, there would be limited visible evidence that there is a shaft below ground. From street level and public vantage points the entrance to the shaft will look like a small manhole, thus minimising any visible impact of the scheme on the wider street scene. The design of Shaft 1 reflects and adheres to the Design Principles set out in the Development Specification at para 3.2 and the Detailed Design Standards at para 3.3 of the outline approval.

(iii) Biodiversity, Trees and Landscape

- 7.12 The scheme will not require any trees to be felled to accommodate Shaft 1. However, some hedgerows would need to be cut back to facilitate the access route as part of the construction. Protective fencing will be installed to protect the trees within the site, details of which will be subject to discharge under Condition 16 of the outline consent (which includes reference to hedgerows under part iv). Given the presence of the existing hard surfacing within the shaft site no tree impacts have been identified to facilitate the works. The existing hard surfacing will protect any roots that could be extending into the site. All mature trees, including veterans, will be protected through appropriate mitigation measures as set out in the Arboricultural Impact Assessment submitted as part of Condition 16.
- 7.13 The impacts on biodiversity resulting from the construction will be temporary in nature, occurring during the construction phase and will be assessed under Condition 21 of the outline approval. It is anticipated that any impacts would arise from the work that is associated with the new access road required from the west and manhole covers to be installed in the slab cover for Shaft 1 which is under consideration as part of the Construction Environmental Management Plan submitted as part of Condition 5. The landowner of the site (Bellway Homes) is seeking planning permission to develop the site for residential use, if this is successful the remaining area of the shaft site will be redeveloped (as a parking area for the housing).

- 7.14 Third party representations have made reference to the loss of approximately 65 m² of blackthorn scrub which provides nesting and foraging opportunity for breeding birds. Owing to this loss, objectors are seeking mitigation or compensation measures to offset the loss of scrub locally. Ideally this would comprise 100m² of scrub habitat enhancements in the Bedhampton Area, or funding to address problems with invasive species in the vicinity.
- 7.15 The applicant's Ecological Mitigation, Compensation and Enhancement Measures document is specific to the Shaft 1 scheme and has been submitted to discharge Condition 21 of the outline approval. This document is being reviewed by the Council's Ecologist with particular regard to the impacts of construction on native hedgerows (including loss of and suitability for nesting birds, reptile species and bats) and the Hermitage Stream. The approved outline scheme proposed a comprehensive package of on-site and off-site compensation and enhancement measures. The applicant will therefore need to demonstrate either that any habitat losses identified within the Shaft 1 works area are either already accounted for within the main works package, or will require additional measures which can be secured through the Condition 21 package.

(iv) **Historic Environment**

- 7.16 The shaft will not affect the wider historic environment, which includes the nearby archaeological site of St Chad's Well (HER 65094), which is located north-west of the site along Chadswell Meadow. The assessment of significance in Chapter 8 of the Havant Thicket Reservoir Environmental Statement, submitted under the outline application, found that the surroundings of St Chad's Well have changed to the extent that they no longer contribute to the significance of the archaeological site. Therefore, the Shaft 1 details would have a neutral impact on the significance of this heritage asset.
- 7.17 There are therefore no additional impacts on the historic environment which were not considered as part of the Approved Scheme EIA. The Phase 1 Scheme will be subject to archaeological management and mitigation which will need to be approved prior to commencement of construction.

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

- 7.18 The assessment of the impact of the pipeline on the water environment, including flood risk was considered in Chapter 15 of the Environmental Statement (2020) of the approved outline scheme. During the construction phase, the applicant is required to adhere to best practice techniques and introduce mitigation measures when constructing the shaft infrastructure within the vicinity of the Bedhampton springs. These details are subject to detailed assessment as part of the discharge of conditions as part of the Construction Environmental Management Plan (CEMP), and include measures to ensure the development would not increase flood risk and have an appropriate on-site Emergency Flood Plan, in response to Planning Conditions 19 and 20 of the outline consent.

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

- 7.19 A comprehensive Transport Assessment was assessed to support the Reservoir and Pipeline Planning Applications, where the potential traffic and transport impacts of the reservoir site and pipeline were assessed, during both construction and operation. The shaft details in themselves will not raise any highway related issues or impacts. The approved Transport Assessment demonstrated that the reservoir and pipeline schemes will not cause significant adverse impacts on the highway network. There are no additional transport impacts arising from the detailed design of Shaft 1 which were not considered as part of the approved Transport Assessment.
- 7.20 That said, the Phase 1 Scheme would result in the introduction of a temporary access track to the west of the development proposal which would then link to the main access road serving the Pumping Station. This would allow delivery of machinery and materials to the site and is the subject of detailed consideration as part of the supporting conditions and HCC consultation.
- 7.21 These conditions include details specific to the construction of the Phase 1 Scheme and measures are proposed which will include the routing of construction vehicles and other main routes to divert construction traffic away from residential areas; identifying areas for parking for the construction teams and the storage of materials; staggering site activities to reduce traffic; and restricting when work can be carried out i.e., avoiding overnight working. Any future development on this site by Bellway Homes will be subject to a separate planning permission and will be undertaken after Shaft 1 has been constructed.

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

- 7.22 An assessment of the impacts of the reservoir and pipeline schemes on air quality was provided in the Environmental Statement (Chapter 7) approved as part of the outline consent. This reported that air quality in the area of the pipeline scheme can be considered relatively good. There are no Air Quality Management Areas within the HBC administrative boundaries.
- 7.23 The Outline Environmental Management Plan (OEMP) submitted as part of the Environmental Statement for the pipeline scheme included a commitment to pursue the long-term ambition of zero pollution incidents on-site throughout the development programme. This has been taken forward for the Phase 1 Scheme, with mitigation measures included within the Detailed Construction Environmental Management Plan (CEMP) (in response to Planning Condition 5), to ensure that noise impacts are minimised, and air quality is protected (particularly by reducing dust emissions) during the construction process. The Detailed CEMP will provide a record of environmental actions and commitments which will aim to minimise effects during construction.
- 7.24 The applicant Portsmouth Water has also committed to adopt a proactive approach in ensuring that the public and residents are kept fully informed (letter drops) of the nature and timing of the Phase 1 works and who to contact if disturbed by the construction activities.

- 7.25 The effects on noise and air quality once Shaft 1 is built are considered to be negligible under the ES. The majority of the effects predicted on sensitive receptors in terms of noise, dust and air quality will be during the construction phase which is the subject of separate assessment under the conditions discharge processes. With suitable mitigation measures in place, it is considered the Phase 1 Scheme would comply with local policies relating to noise and air pollution. There are no additional amenity impacts (including the impact on the living conditions of nearby residential occupiers located 30m to the north along Brunswick Gardens and Chadswell Meadow in respect of outlook, privacy, daylight and sunlight) which were not considered as part of the Approved Scheme EIA and the RM details provide sufficient separation such that no significant impacts will occur.

(viii) **Materials, Resources and Waste**

- 7.26 The management of material and waste arising from the construction will be assessed as part of the applicants Construction Environmental Management Plan, Construction Method Statement and Traffic Management Plan, which are all the subject of conditions attached to the outline consent and which will be assessed under the conditions discharge process. There are no additional materials and waste impacts associated with the detailed proposals for the Phase 1 Shaft itself which were not considered as part of the approved outline EIA/ES and which are relevant to the assessment of the RMA.

(ix) **Climate Change**

- 7.27 The assessment of the effects of the Approved Scheme on climate change was provided in the Environmental Statement (Chapter 16) approved as part of the outline consent. Greenhouse gas emissions for the construction and operation of the Approved Scheme were calculated, based on the design and construction information available at that time, and were considered in the context of the UK's national carbon budgets and overall net zero carbon ambition. Due to its small contribution to overall emissions, the potential for carbon neutral operation by 2050, and the proposed design factors, it is considered the Phase 1 Scheme is compliant with climate change planning policies at a national and local scale. There are no additional climate change impacts arising from the RM details which were not considered as part of the approved EIA.

(x) **EIA Compliance**

- 7.28 The Approved Pipeline Scheme was subject to an Environmental Impact Assessment (EIA) which assessed the scheme in detail. The detailed Phase 1 Scheme has been designed in accordance with the drawings and development parameters set by the Pipeline Consent, and the design principles set out in the Development Specification and Design and Access Statement. The Phase 1 Scheme does not result in any additional environmental impacts which were not considered as part of the original approved EIA.
- 7.29 It is considered that the proposed Phase 1 Scheme will not lead to any new or additional likely significant effects on the environment that were not identified or assessed at the outline stage, notwithstanding the other matters which have been assessed in the preceding paragraphs of this report. As such it is considered that

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

(xi) Response to Third Party Comments

- 7.30 This section of the committee report addresses the comments and objections (as summarised in the Community Involvement section of the report).

Red Line Boundary

- 7.31 Third Party responders have made representations that the red line boundary does not cover all the areas impacted by the Shaft 1 works and these works will impact residents along Meyrick Road and Hermitage Stream. As a consequence, the objectors are requesting that the LPA should ask for a revised red line plan showing all the areas to be used in association with the Phase 1 shaft construction work.
- 7.32 It must be noted that the RMA only requires the details of the siting, appearance, scale and landscaping of the shaft. The red line plan clearly shows with sufficient detail and clarity the siting and location of the shaft and the immediate context. The impact of the shaft has been set out in the preceding paragraphs.
- 7.33 The plans shown in the conditions submissions (Construction Method Statement and Traffic Management Plan) do provide more detail in respect of the construction. This includes welfare and parking facilities which are already in situ on Portsmouth Water's operational land. For construction of Shaft 1 the proposed compound areas required are within the application red line, with the associated access linking into the wider internal tracks within Portsmouth Water's operational land and will be subject of assessment as part of the conditions discharge process whereby the impacts referred to will be assessed.

Risk of groundwater impacts / flooding

- 7.34 Objectors are concerned owing to the depth of the shaft there is a risk to the Bedhampton Springs network and potential flooding. Objectors request that the LPA should ask for the flood risk assessment to be updated to include groundwater flooding, the impacts of groundwater coming to the surface, along with the methods to be adopted to control this risk.
- 7.35 The outline approved scheme was subject to an EIA and the approved ES considered ground water pollution and any mitigation measures (Chapter 15). The applicant's ground investigations identify that the proposed shaft will remain fully above the chalk aquifer and groundwater flooding from the aquifer will not be an issue. Further to this, the construction method allows for the shaft to be constructed and fully sealed under water ensuring the works can be safely constructed with no ground dewatering as outlined in the CEMP and Construction Method Statement and subject to the conditions discharge process and consultation.

Excavation of wet spoil from the shaft

- 7.36 Objectors are concerned that the soil removed from the excavation will be “wet” and are concerned where this will be stored. Again, it must be stressed that the RMA is only dealing with the siting, appearance, scale and landscaping of the shaft itself, which has been assessed to be acceptable. The construction method and the treatment of waste is a matter to be addressed in the discharge of conditions and these comments will be considered in the assessment of the relevant conditions.

Dealing with water and other liquids during construction, including groundwater

- 7.37 Objectors state that the LPA need to obtain additional site specific information on how groundwater & liquid waste arisings from the shaft construction will be handled, where, and what monitoring will be in place, in order to be able to better understand and assess any associated impacts, especially to the Hermitage Stream and downstream SPA/SAC. If a significant risk is identified to Langstone Harbour SPA/SAC it is argued that a Habitats Regulation Assessment will be required.
- 7.38 Officers advise that these matters are details not relevant to this RMA and are provided in technical reports submitted alongside conditions discharge already submitted or likely to be submitted in the future. Officers are cognisant of these concerns and will ensure the applicant addresses such matters.

Traffic noise impacts exasperated by poor quality road surface

- 7.39 Objectors have made reference to the poor quality of the Meyrick Road and are seeking clarification if this will be improved and whether the applicant will be mitigating the noise impacts on this quiet street by repairing the road surface before Shaft 1 construction works commence.
- 7.40 Any requirement for mitigation of adjoining roads would have been considered at the outline planning application stage at which time no obligations or highway improvement works were secured for the repaving/repairing of Meyrick Road. The routing of vehicles and the impact on amenity will be considered under the discharge of relevant conditions and are not material for the determination of this RM application.

Operational factors

- 7.41 Representations received note that the shaft drawings make provision for both air valve and wash out chambers in the construction. It is argued that consideration needs to be given to the impact of these features, as this could impact whether this is an appropriate location for a shaft.
- 7.42 The applicant has confirmed that the air valves are not expected to operate under normal operation of the pipeline. Similarly, the washouts will only be used infrequently during maintenance operations on the pipeline. The water from the washouts will be from the springs in Bedhampton or from the reservoir. The washouts will be discharged to the surface sewer which discharges into the

Hermitage Stream. It is expected that this would occur at most on an annual basis during maintenance activities.

Parking Impacts

- 7.43 Objectors are concerned about the impacts of construction parking on nearby residential streets. The details of the impact of construction parking will be considered as part of the CEMP and CTMP which will be subject to consultation with the Highways Authority

(xii) Conditions and S106 Obligations Deed of Variation (APP/24/00213)

- 7.44 The outline consent includes a series of pre-commencement conditions which relate to the development forming part of the Approved Scheme and others that relate to each phase of the Approved Scheme. The planning history section of the report outlines the conditions which have been submitted to date. It must be noted that this RMA only seeks to approve the siting, scale, appearance and landscaping in respect of Shaft 1. The conditions are subject to specialist review and determined under the LPAs delegated powers. The Development Specification of the approved outline application states at para 2.55 that RMA will also be subject to future planning conditions and at para 2.56 no development can commence unless all pre commencement conditions have been discharged.
- 7.45 The Section 106 Legal Agreement entered into as part of the outline approval also includes commitments which will need to be discharged prior to commencement of development (excluding site enabling works). The RMA will necessitate a Deed of Variation which is being considered under separate application APP/24/00213, and the changes sought under that application are the subject of consultation with the Council's Legal Advisor.

8. Conclusion

- 8.1 This application seeks approval with respect to Reserved Matters relating to the siting, scale, appearance and landscaping of "Shaft 1" that will form the first phase of this strategically important infrastructure project. It is considered that the design is in accordance with development principles set out in the Approved Scheme application. The Phase 1 Scheme has also been demonstrated to be in conformity with all pertinent national and local planning policies.
- 8.2 The environmental and ecological effects, noise, air quality, drainage, heritage and the cumulative impacts have also been considered and would not be materially affected by the RMA details.
- 8.3 The amenity of the existing and future occupiers which surround the site will not be significantly affected by the location or operation of the Shaft 1 in respect of outlook, privacy, noise and disturbance. The extant outline planning permission is a material consideration and the parameters set at that time were considered appropriate. The current proposal has been treated on its individual merits in the context of that outline consent and assessed against the current planning policy regime and the material objections received from all parties.

- 8.4 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 2023 and are satisfied that the development would be in general compliance with the Development Plan for the Borough and that there are no material considerations of sufficient weight that would dictate that the application should otherwise be refused. Planning permission should be granted subject to the conditions.
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9 RECOMMENDATION

That the Head of Planning be authorised to **GRANT RESERVED MATTERS APPROVAL** subject to:

- (A) No material objections being received from Hampshire Highways; and
- (B) The following condition: (subject to such changes and/or additions that the Head of Planning considers necessary to impose prior to the issuing of the decision):
1. The development hereby permitted shall be carried out in accordance with the following approved plans and particulars:

Drawing Number	Drawing Title
HTR-ATK-ZZ-ZZ-GS-Z-189	Site Location Plan
HTR-ATK-ZZ-ZZ-GS-Z-191	Phase 1 Red Line Site Boundary
HTR-WAB-PI-W1-DR-T-0005	General Arrangement

Reason - To ensure provision of a satisfactory development.

Appendices:

- (A) Site Location Plan
(B) Phase 1 Red Line Site Boundary
(C) Site Compound Layout
(D) General Arrangement