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# HAVANT THICKET RESERVOIR PROJECT

## New Pipeline Scheme

## Planning Statement

Portsmouth Water Ltd.

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## Document history

Document title: Planning Statement

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## Client signoff

|                              |                                  |
|------------------------------|----------------------------------|
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# Definitions

For ease of reference, the following terminology has been used throughout this Planning Statement:

| Term                  | Definition                                                                                                                                            |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| The pipeline scheme   | As specified in The Application which is the subject of this Planning Statement (the pipeline and associated infrastructure within pipeline corridor) |
| The reservoir site    | The land area for the approved reservoir scheme                                                                                                       |
| The pipeline corridor | The pipeline route from the reservoir to Bedhampton pumping station within the red line boundary                                                      |
| The Application       | The planning application for the pipeline corridor                                                                                                    |
| The Applicant         | Ward and Burke Construction Ltd (on behalf of Portsmouth Water (PW))                                                                                  |
| The EIA               | Assessment of the environmental effects of the Havant Thicket Reservoir and Pipeline Scheme                                                           |
| The ES                | The Environmental Statement as presented in an accompanying document                                                                                  |
| The TA                | The Transport assessment as presented in an accompanying document.                                                                                    |
| The FRA               | The Flood risk assessment as presented in an accompanying document                                                                                    |
| The SCI               | The Statement of Community Involvement as presented in an accompanying document                                                                       |
| BNG                   | Biodiversity Net Gain                                                                                                                                 |
| CEMP                  | Construction Environmental Management Plan                                                                                                            |
| EHDC                  | East Hampshire District Council                                                                                                                       |
| FE                    | Forestry England                                                                                                                                      |
| HBC                   | Havant Borough Council                                                                                                                                |
| HCC                   | Hampshire County Council                                                                                                                              |
| LPA                   | Local Planning Authority (HBC)                                                                                                                        |
| OEMP                  | Outline Environmental Management Plan                                                                                                                 |
| Ramsar site           | A wetland site designated to be of international importance under the Ramsar Convention                                                               |
| REAC                  | Record of Environmental Actions and Commitments                                                                                                       |
| RPG                   | Registered Park and Garden                                                                                                                            |
| SAC                   | Special Area of Conservation                                                                                                                          |
| SCP                   | Staunton Country Park                                                                                                                                 |
| SDNP                  | South Downs National Park                                                                                                                             |
| SPA                   | Special Protection Area                                                                                                                               |
| SINC                  | Site of Importance for Nature Conservation                                                                                                            |
| SSSI                  | Site of Special Scientific Interest                                                                                                                   |
| WFD                   | Water Framework Directive                                                                                                                             |
| WRMP                  | Water resource Management Plan                                                                                                                        |
| WRSE                  | Water Resources in the South East group                                                                                                               |

# Executive Summary

This Planning Statement supports the planning application for a new Havant Thicket Reservoir Pipeline scheme.

An application for "Development of a reservoir for raw water storage, with control house, visitor centre and car park, recreational facilities for public amenity and a wetland along the northern shore of the reservoir", was granted by Havant Borough Council and East Hampshire District Council on 15<sup>th</sup> October 2021. The outline application for an associated pipeline to transfer water from Bedhampton Springs to fill the reservoir was also approved by Havant Borough Council on the same day (ref: APP/20/00991).

Since outline planning permission was granted for the original pipeline route, Portsmouth Water and its appointed pipeline construction contractor (Ward & Burke Construction Ltd) have reviewed the route's feasibility. This is in light of alternative innovative construction techniques, which would allow the scheme to be delivered more efficiently and effectively, with much less disruption to local communities and impact on the environment. This has resulted in a predominantly tunnelled construction methodology and a new route alignment. There has also recently been a change in approach to delivering additional resilience to the water network, with a dual pipeline now being proposed. The two pipelines would be used by Portsmouth Water to pump spring 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.

The pipelines could also potentially be used by Southern Water in the future, if it receives 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).

A combined approach means that, if its proposals for water recycling are agreed in the future, residents won't need to experience additional disruption. It would also reduce the environmental impact and it's estimated that taking this futureproofing approach could save over £100 million, compared to installing separate new infrastructure at a later stage. This would provide better value for money for Southern Water customers, who are ultimately paying for the Havant Thicket Reservoir scheme - both the approved project which is in progress and the water recycling proposals if they go ahead.

The new water pipes would be installed inside two adjacent tunnels which would be constructed concurrently to ensure maximum efficiency is achieved, with construction programme durations, and subsequent disruption to local residents minimised.

The change in approach, pipeline route and design needs a new planning approval.

## The Reservoir

The reservoir, when constructed, will be filled with surplus water drawn from the springs at the Bedhampton works when flows are at their highest in winter via a new combined inlet/outlet pipeline, and will provide water supplies to Portsmouth Water customers in the summer months as required. Complementary to its infrastructure resilience function, the reservoir will provide a new recreational facility and wildlife resource adjacent to one of the more deprived areas in south east Hampshire, in an area which the community can access on foot, by bike, or through existing bus routes. It offers further opportunities to improve the wider footpath, cycleway and bridleway networks in the area. More than 29,500 people live within reasonable walking distance of the site (1.5km) and 120,000 people live within reasonable cycling distance of the site (4.5km).

The reservoir is necessary to increase water supplies available to Portsmouth Water and Southern Water. Southern Water 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 them 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, closely following the approved route. Under the original pipeline scheme application submitted in 2020, 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 to put in the majority of the pipeline, 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 original pipeline 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 or drainage channels along the Riders Lane stream, downstream of the new reservoir, would also be upgraded, so that flows at the reservoir could be safely accommodated. Figure ES1 below illustrates the approved and revised routes. More detailed plans are provided with this planning application.

The pipeline scheme has been informed by public and stakeholder engagement and extensive collaboration between the engineers and the environmental specialists. Measures to avoid loss of all Veteran and Category A trees and minimise impacts on hedgerows, terrestrial and aquatic habitats, public rights of way and open spaces and provide carbon savings, have been embedded into the final detailed design.

Measures to further mitigate effects from construction activities which have been recommended as part of the Environmental Statement are included in the Outline Environmental Management Plan and Record of Environmental Actions and Commitments appended to the revised Environmental Statement (Appendix A2). This has informed the detailed Construction Environmental Management Plan submitted alongside the planning application.

The assessment of the new scheme has been informed by significantly more detail on construction plant and activities, despite this the impacts are comparable to the approved pipeline scheme with no likely long-term significant adverse effects predicted. However, the Environmental Statement has identified two new short-term, temporary significant adverse effects relating to noise and visual impact during construction. 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 very small number of receptors (69).

The temporary visual impacts are on one open space and three rights of way receptors, although the construction activities are only focussed on the shaft and culvert locations (and therefore affect smaller areas of landscape and number of views than the original scheme) they cover a slightly larger area in these locations and will be in situ for longer. However, once construction is complete there will be no impacts.

The overall disruption from the construction of the new pipeline scheme 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 rather than a rolling road block throughout Leigh Park, and there will be less traffic generated due to a much smaller workforce.

The public and residents will be kept fully informed over when the works are to take place and who to contact if disturbed by the construction activities.

## **Public consultation**

Extensive community engagement has been carried out since 2004 on the Havant Thicket Reservoir and Pipeline Project. In Spring 2020, Portsmouth Water consulted on the reservoir and original pipeline scheme, which both received planning permission in 2021. They ran a series of public webinars that included interviews with the project team as well as a live Q&A, which was very well received. A large promotional campaign was launched to reach as many people as possible, including posting 50,000 leaflets to local households with details on how to get involved and find out more. The

consultation included on and offline materials and methods to reach as wide an audience as possible. The consultation was a great success, with good levels of feedback received and majority support (80%) for the approach and the project proposals.

Public consultation was held for six-weeks from 9 February to 22 March 2023, on a predominantly tunnelled single pipeline scheme and new alignment, and again from 6 November to 18 December 2023 on the proposed dual pipeline scheme (inlet and outlet pipes) for Portsmouth Water's use to transfer spring water between Bedhampton Springs and the reservoir, as well as a proposal to construct shaft 1 ahead of the rest of the pipeline. For both consultation exercises, a consultation leaflet was distributed to over 13,000 residents within Havant. Public drop-in sessions were held at Leigh Park Community Centre, and the Meridian Shopping Centre in Havant. Workshops were also held with the Havant Thicket Stakeholder Group at the Portsmouth Water offices.

The consultation events were successful, with good levels of feedback received and general support for the approach to the new scheme and proposals. This application submission is accompanied by a Consultation Report which sets out an analysis of the feedback received. The key points from this report are set out below in the 'Public Consultation Section'.

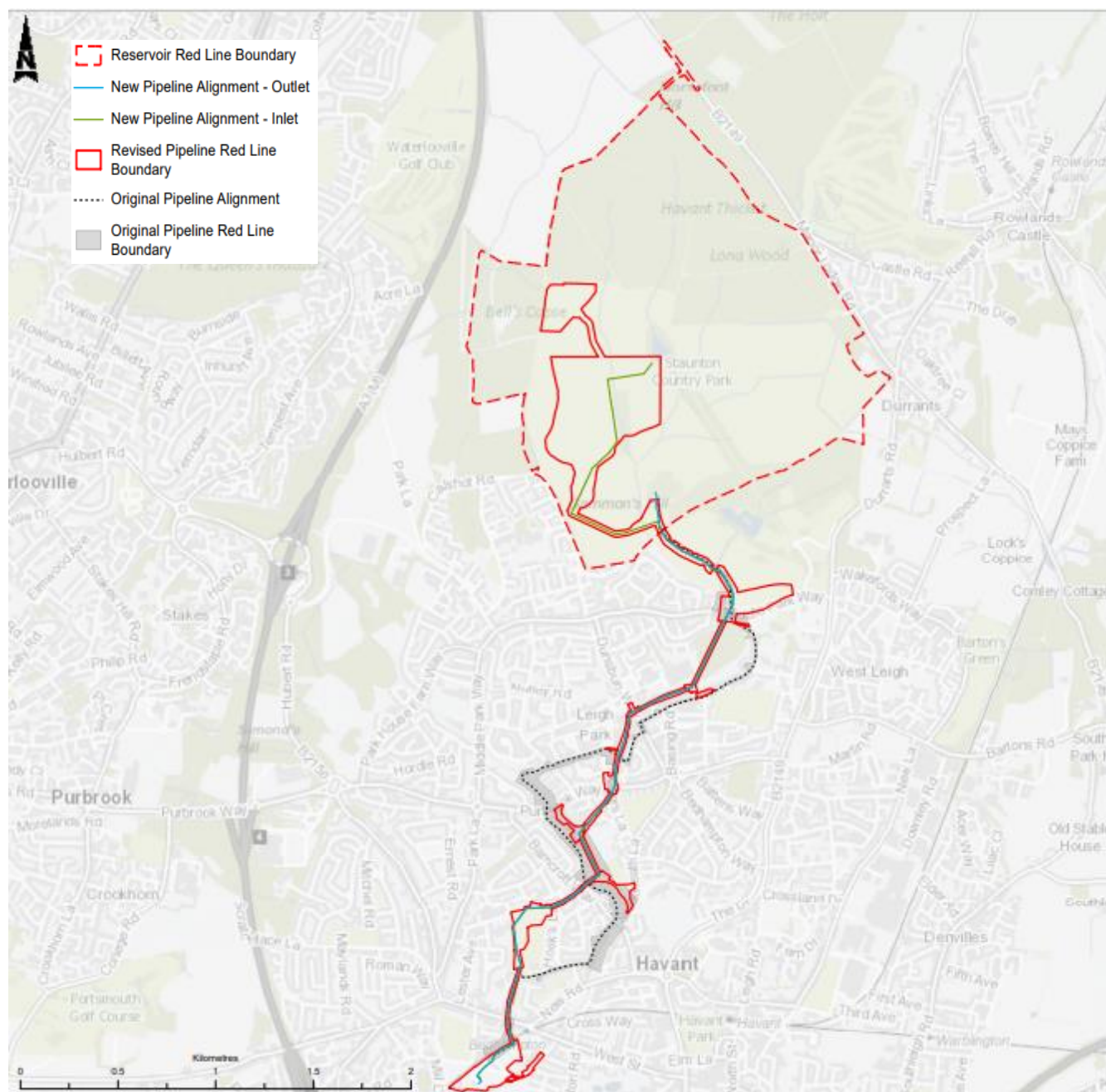
## **Planning Policy Assessment**

The safeguarding and allocation of a reservoir at Havant Thicket in the 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. The design of the reservoir and pipeline has been environmentally-led and, wherever possible, measures have been taken to avoid impacts on environmental assets and designated sites.

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

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.

**Figure ES1: Approved (original) and Proposed New Pipeline Routes (see drawing at A3 scale as Figure 4.3 of ES Volume 3)**



# 1. Introduction

## The Application

- 1.1. This Planning Statement has been prepared to support a new planning application, submitted by Ward and Burke Construction Ltd on behalf of Portsmouth Water, 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. A hybrid planning application<sup>1</sup> for the development of the Havant Thicket Reservoir and a separate outline planning application<sup>2</sup> for the associated pipeline were approved on 15 October 2021. As the reservoir site and pipeline corridor are a 'single project' (i.e. inextricably linked) the applications were supported by one Environmental Statement which assessed both the reservoir and pipeline as one scheme. One set of supporting documents covered both the reservoir and the pipeline and therefore both applications were determined together. The Environmental Statement (2020 ES) has been revised to support this new application for the new pipeline scheme.

## The Havant Thicket Reservoir and Pipeline Scheme

- 1.3. The Havant Thicket Reservoir and Pipeline Scheme comprises:
  - Havant Thicket Reservoir – the reservoir site including vehicular and pedestrian access routes, an operational control house and visitor facilities including a visitor centre, bird hide, car park and recreational walking and cycling network (now approved and under construction).
  - Havant Thicket Pipeline – the pipeline corridor including 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 reservoir site, upgrades to existing culverts and new plant and modifications to an existing building at Bedhampton Pumping Station (the subject of this planning application).
- 1.4. The consented reservoir, when constructed, will be filled with surplus 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 increase in water supplies available to Portsmouth Water on completion of the scheme will enable additional water to be supplied to Southern Water. Southern Water has a forecast deficit in water resources in the Hampshire area which has been created by the reduction of its abstraction licences on the River Itchen imposed by the Environment Agency. An agreement under Section 20 of the Water Resources Act 1991 requires them to use all best endeavours to remove this forecast deficit. Additional water made available by the Scheme will contribute towards the resources required to meet the forecast deficit.

## New Pipeline Scheme

- 1.5. Following the planning approvals, Portsmouth Water and its appointed pipeline construction contractor (Ward & Burke Construction Ltd) have been investigating 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 would allow the pipeline scheme to be delivered more efficiently and effectively.
- 1.6. There has also been a change in approach to delivering additional resilience to the water network, with a dual pipeline now proposed. The two pipelines would be used by Portsmouth Water to pump spring 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

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<sup>1</sup> Planning ref: APP/20/00990 (Havant Borough Council) and Planning ref: 51680/001 (East Hampshire District Council)

<sup>2</sup> Planning ref: APP/20/00991 (Havant Borough Council)

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.

- 1.7. The pipelines could also potentially be used by Southern Water in the future, if it receives 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).
- 1.8. A combined approach means that, if their proposals for water recycling are agreed in the future, residents won't need to experience additional disruption. It would also reduce the environmental impact and it's estimated that taking this futureproofing approach could save over £100 million, compared to installing separate new infrastructure at a later stage. This would provide better value for money for Southern Water customers, who are ultimately paying for the Havant Thicket Reservoir scheme - both the approved project which is in progress and the water recycling proposals if they go ahead.
- 1.9. As a result, a new pipeline route and design have been identified, which needs a new planning approval. A new hybrid planning application has been prepared, supported by this planning statement. 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).

## **Changes to the Reservoir Scheme**

- 1.10. Following planning permission in 2021, further design work and extensive ground investigations have been undertaken which has resulted in changes to the reservoir scheme including a reduction in the reservoir embankment slope angle and subsequent relocation of the valve tower from inside the main embankment into the reservoir. The height of the embankment crest level would not change from the 2020 ES, but the position of the embankment crest would move up to 100m to the north.
- 1.11. An application to amend the reservoir scheme was submitted in April 2024 under Section 73 (S73) of the Planning Act 1990. An ES Addendum was prepared to support the S73 application to present an assessment of any new or different significant effects that could result from these changes. The ES Addendum has been considered within this Revised ES, which forms part of this new pipeline application.
- 1.12. The ES Addendum topic chapters relating to these changes have been reviewed and the findings are incorporated within the Revised ES topic chapters.

## **Planning History**

- 1.13. Outline planning permission was granted by Hampshire County Council on 20/01/1964 for the construction of a 1,500-million-gallon reservoir on a land area of 424 acres at Havant Thicket (HCC Plan No. PRD.3622). A further application for outline planning permission was granted by Havant & Waterloo Urban District Council on 16/10/1966 for the reservoir (now part of HBC). Portsmouth Water formally appealed against a new condition which was removed and a new outline consent without the condition was issued in December 1966 (HWUDC Plan no. 15413/1). The Site was chosen as suitable for a reservoir because it sits in a valley on clay, which is naturally impermeable.
- 1.14. Portsmouth Water applied again for outline planning permission for the reservoir in 1980. The local planning authorities agreed 'in principle' to the reservoir but deferred granting formal permission so that further discussions could take place on the proposed means of access. In 1985, Portsmouth Water withdrew the application as water resource forecasts indicated that the need for the reservoir was not pressing at that time.
- 1.15. A hybrid planning permission (see footnote 1) was granted on the 15 October 2021 for:  
*"Development of a reservoir for raw water storage, with control house, visitor centre and car park, recreational facilities for public amenity and a wetland along the northern shore of the reservoir".*
- 1.16. Outline planning permission was granted on the same day (see footnote 2) for:

*“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”.*

- 1.17. An application for approval of all Reserved Matters relating to Phase 1 northern access route (from Manor Lodge Road B2149) of the Havant Thicket Reservoir Project (EHDC ref: 51680/003; Havant ref: APP/22/00681) was approved on 28 February 2023, and associated planning conditions discharged 24 January 2023 (EHDC) and 3 February 2023 (HBC).
- 1.18. An application for approval of Reserved Matters (Havant ref: APP/24/00204) relating to the installation of Shaft 1 only of the approved outline Pipeline scheme (APP/20/00991) was submitted in March 2024 and is currently under consideration by the Local Planning Authority. The site for Shaft 1 is adjacent to Bedhampton Pumping Station site, south of the railway line. This is the only phase that will be discharged under the outline planning permission. The Reserved Matters application was 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. If the reserved matters planning application is successful, the shaft will be installed in Summer 2024.

## **Planning Policy Context**

- 1.19. The reservoir site lies within two local planning authorities, HBC and EHDC, and adjacent to the South Downs National Park (SDNP) authority. The pipeline lies entirely within HBC and the proposed development only needs to be assessed against HBC's development plan.
- 1.20. HBC has policies and allocations relating to the reservoir and associated pipeline which are supportive of the principle of the development. These requirements have been reviewed and have been integral to the design of the pipeline to ensure conformity with local plan policy.
- 1.21. Chapters 4 and 5 of this Planning Statement provide an assessment of the pipeline against national and local planning policies.

## **Statement of Community Involvement**

- 1.22. Extensive community engagement has been carried out since 2004 on the Havant Thicket Reservoir and Pipeline Project. It has been Portsmouth Water's aim to have a public consultation framework which will enable the local community, local businesses and other stakeholders to understand the need for the Scheme, to consider the options and raise any issues they may have, and to put forward their ideas and suggestions for the Scheme.
- 1.23. In Spring 2020, Portsmouth Water consulted on the reservoir and original pipeline scheme, which both received planning permission in 2021. They ran a series of public webinars that included interviews with the project team as well as a live Q&A, which was very well received. A large promotional campaign was launched to reach as many people as possible, including posting 50,000 leaflets to local households with details on how to get involved and find out more. The consultation included on and offline materials and methods to reach as wide an audience as possible. The consultation was a great success, with good levels of feedback received and majority support (80%) for the approach and the project proposals.
- 1.24. A six-week public consultation exercise was held on a revised, predominantly tunnelled, pipeline scheme in Spring 2023 including distribution of a public consultation leaflet to over 13,000 residents and businesses within Havant and two public drop-in events. The consultation leaflet also explained that as Portsmouth Water was proposing a tunnel along the majority of the proposed pipeline route between Bedhampton Springs and Havant Thicket Reservoir, they were exploring the possibility of incorporating part of Southern Water's pipeline for the Hampshire Water Transfer and Recycling Project within this tunnel. This would provide a significant opportunity to further reduce disruption in the area if Southern Water's project is approved, by avoiding the need to build another tunnel along a similar route. The questionnaire sought feedback from local residents on this proposal.
- 1.25. For six-weeks, from 06 November to 18 December 2023, a further public consultation was held on a further evolution of the pipeline scheme which was based on the same construction and alignment but included two pipes (separate inlet and outlet pipes) from the reservoir to Bedhampton pumping station. A consultation leaflet was distributed to over 13,000 residents and businesses within Havant. Two public drop-in sessions were held: the first was held on Saturday 1 November at Meridian Shopping Centre in Havant, and the second was held on Thursday 16

November at Leigh Park Community Centre. In addition, a workshop was held with the Havant Thicket Stakeholder Forum at the Portsmouth Water office in Havant on 22 November 2023. At the events a digital map was provided where stakeholders could view the route in relation to their property.

- 1.26. The consultation on the changes to the proposals for the pipeline was deemed successful due to the levels of feedback received and general support for the approach to the new scheme and proposals. There were around 100 visitors across the two public drop-in events and 19 at the stakeholder event. A total of 381 items of feedback were received, including 181 paper feedback forms, 175 online feedback forms, 25 comments from other channels, including email and social media comments. There were over 1,800 visits to the consultation microsite pages and a Facebook reach of more than 12,500.
- 1.27. This application submission is accompanied by a Consultation Report (Statement of Community Involvement) which sets out an analysis of the feedback received and confirms that 52% of people agree or strongly agree with the new pipeline proposals. The main reasons given for their support was that the new route is more sensible, and that this option was less damaging and intrusive to the immediate environment.
- 1.28. Of the 137 people (39%) that indicated they disagreed or strongly disagreed with the project, 70% people said the reason was due to the impact the scheme would have on Havant Rugby Club, and 7% said the reason was due to the possibility of including a pipe to enable the reservoir to be topped up with water from the Hampshire Water Transfer and Water Recycling Project. In response to this, the pipeline has now been realigned to go around the playing pitches at Havant Rugby Club, furthermore this application would not give Southern Water permission to use the pipelines to convey recycled water. If we exclude the percentages of those that stated they were disagreeing due to the impact to the rugby club or Southern Water's scheme, the percentage of respondents who disagreed with the inlet and outlet pipelines proposal is 9%.
- 1.29. Respondents had relatively few concerns with the changes to the pipeline scheme, the biggest being construction impact and the open cut section through the playing fields adjacent to Havant Rugby Club. Feedback has been grouped by theme and responses to the issues or concerns raised has been provided. Portsmouth Water has also responded to individual feedback directly.
- 1.30. More detailed information on the consultation engagement can be found within the accompanying Consultation Report. Portsmouth Water will continue to work closely with stakeholders and the public throughout the construction period.

## Planning Obligations

- 1.31. An agreement under Section 106 of the Town and Country Planning Act 1990, also known as a planning obligation, between the applicant and HBC/EHDC and Hampshire County Council (HCC) was completed to secure the following mitigation and compensation measures as part of the approved reservoir and pipeline permissions:
  - Site Management Plan in terms of roles and responsibilities of site management and maintenance, and how this links and integrates with Staunton Country Park, which is owned by Hampshire County Council and Havant Thicket woodland, which is owned by Forestry England. Including how anti-social behaviour would be managed.
  - Off-site Biodiversity Mitigation and Compensation Strategy - to include:
    - Creation of 80 hectares of new wood pasture and neutral grassland habitat
    - Up to 72 hectares of habitat restoration in Southleigh Forest
    - Compensation and enhancement package for the loss of 3.7km of ephemeral stream, which will provide on-site and off-site mitigation and compensation, totalling up to 5.5km of watercourse improvement.
    - Capital Grant Scheme to fund biodiversity enhancements to the value of £1.2 million
    - Monitoring and maintenance of Biodiversity Mitigation and Compensation Strategy
  - S106 monitoring fee
  - Provision of Recreational facilities

- Permissive paths and diversion of Public Right of Way (Bridleway)
- Employment and Skills Plan
- A contribution in relation to traffic management
- Payment of a Travel Plan Bond, Monitoring Fee and Approval Fee
- Travel Plan
- Highway Works (HCC) and Site-Specific Transport Improvements (HCC)

- 1.32. Portsmouth Water has identified the clauses which have implications for the new pipeline application, which largely relate to highway obligations, and will need to be amended via a Deed of Variation or new s106 as part of the new planning permission. Portsmouth Water will collaborate with the Local Planning Authorities and Hampshire County Council as Local Highway Authority to discuss, agree and secure relevant amendments.

### **Biodiversity Mitigation and Compensation Strategy**

- 1.33. Portsmouth Water is committed to the delivery of both on and off-site mitigation and compensation measures to minimise the likely ecological and visual impacts associated with the construction of the reservoir. Habitat and biodiversity enhancements will be delivered as part of the Scheme including the provision of wetland habitats along the northern shoreline of the reservoir as outlined in the ES.
- 1.34. The approved planning applications were accompanied by an outline Mitigation and Compensation Strategy, and the permission was subject to the requirement to submit a detailed Mitigation and Compensation Strategy (now submitted and approved) and proposals for the Capital Grant Scheme.
- 1.35. The amount of river habitat mitigation required has been agreed with the Environment Agency to offset the impacts of the Scheme on the watercourses on the main reservoir site. The approved Biodiversity Mitigation and Compensation Strategy is supported by a Landscape and Environmental Management Plan which is intended by the Environment Agency and Natural England to be an adaptable document in relation to the ways in which these commitments are discharged, and will therefore be amended and updated through the delivery process with their input and agreement.
- 1.36. The Environment Act 2021 and secondary legislation, The Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations (2024), requires a biodiversity gain plan to be submitted and approved by the planning authority before development can lawfully begin. The biodiversity gain plan must contain an assessment of the value of habitats before development and after development and ensure that at least a 10% net gain is achieved. A Biodiversity Net Gain Assessment has been completed in relation to the new pipeline scheme, in consultation with the HBC Ecologist, and is submitted alongside the pipeline planning application.

### **Public Right of Way (PRoW) diversions**

- 1.37. Section 257 orders will be applied for to divert public footpath 34 to the agreed final diversionary path, accompanied by section 106 obligations requiring the diversion to be in place during the construction phase. The diverted route will be constructed and made available prior to closure of the existing route.

### **Summary of Planning Application Documentation**

- 1.38. The following documents are submitted for formal approval:
- Planning application form
  - Planning Statement including Statement of Community Involvement (this document)
  - Consultation Report
  - Revised Environmental Statement (Volumes 1 - 4) including Revised Non-Technical Summary. The Volume 4 Appendices include the following standalone reports:

- Revised Transport Assessment (TA) Addendum
- Flood Risk Assessment (FRA) Addendum
- Pipeline Ecological Management and Monitoring Plan
- Pipeline Arboricultural Impact Assessment
- Pipeline Archaeological Management Plan
- Biodiversity Net Gain (BNG) Assessment Report

1.39. 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 (covering whole scheme)
- Construction Method Statements (CMS)
- Construction Traffic Management Plans (CTMP)
- Construction Workers Travel Plans (CWTP)
- Noise and Vibration Assessment and Management Plans (NVMP)
- Detailed Construction Environmental Management Plans (CEMP)
- Emergency Flood Plan (excluding reservoir site)
- Flood Risk and Drainage Plan (reservoir site)
- Biosecurity Management Plan
- Written Scheme of Investigation for Main Pipeline
- Skills, Employment and Education Plan

1.40. The reservoir site and the works at Bedhampton pumping station are managed on behalf of Portsmouth Water by the Main Reservoir Contractor (Future Water) and the remaining pipeline route is managed by the Main Pipeline Contractor (Ward and Burke Construction Ltd).

1.41. The following drawings are submitted for formal approval:

| Drawing Number                                                      | 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                      |
| <b>Pipeline plans (P) and long sections (LS) - Sections P0 – P9</b> |                                          |
| HTR-WAB-PI-BD-DR-T-0001 Rev: P02                                    | P0 BD DUAL PIPELINE PLAN AND LONGSECTION |
| HTR-WAB-PI-P1-DR-T-0001 Rev: P03                                    | P1 DUAL PIPELINE P AND LS                |
| HTR-WAB-PI-P2-DR-T-0001 Rev: P02                                    | 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: P02                                    | P4 DUAL PIPELINE P AND LS                |
| HTR-WAB-PI-P5-DR-T-0001 Rev: P02                                    | 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: P02                                    | P7 DUAL PIPELINE P AND LS                |
| HTR-WAB-PI-P8-DR-T-0001 Rev: P02                                    | P8 DUAL PIPELINE P AND LS                |

| Drawing Number                                                | Drawing Title                                               |
|---------------------------------------------------------------|-------------------------------------------------------------|
| HTR-WAB-PI-P9-DR-T-0003 Rev: P02                              | P9 DUAL PIPELINE P AND LS                                   |
| HTR-WAB-PI-P1-DR-W-0003 Rev: P05                              | Section P1 Under Track Crossing Longsection                 |
| HTR-WAB-PI-P1-DR-W-0005 Rev: P02                              | Section P1 Under Track Crossing Plan                        |
| <b>Reservoir section of pipeline - Section P10</b>            |                                                             |
| 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 Longsection Sheet 01                 |
| HTR-GHD-CU-RE-DR-S-0011 Rev: P05                              | Reservoir - Inlet Pipe Longsection 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 |
| <b>New buildings/structures at Bedhampton Pumping Station</b> |                                                             |
| 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               |
| <b>Shaft Compound and Open Cut Layouts</b>                    |                                                             |
| HTR-WAB-PI-W1-DR-T-0001 Rev: P08                              | BEDHAMPTON AND SHAFT W1 SITE COMPOUND LAYOUT                |
| HTR-WAB-PI-W2-DR-T-0001 Rev: P05                              | SHAFT W2 SITE COMPOUND LAYOUT                               |
| HTR-WAB-PI-W3-DR-T-0001 Rev: P05                              | SHAFT W3 SITE COMPOUND LAYOUT                               |
| HTR-WAB-PI-W4-DR-T-0001 Rev: P05                              | SHAFT W4 SITE COMPOUND LAYOUT                               |
| HTR-WAB-PI-W5-DR-T-0001 Rev: P04                              | SHAFT W5 SITE COMPOUND LAYOUT                               |
| HTR-WAB-PI-W6-DR-T-0001 Rev: P04                              | SHAFT W6 SITE COMPOUND LAYOUT                               |
| HTR-WAB-PI-W7-DR-T-0001 Rev: P04                              | SHAFT W7 SITE COMPOUND LAYOUT                               |

| Drawing Number                                               | Drawing Title                                  |
|--------------------------------------------------------------|------------------------------------------------|
| HTR-WAB-PI-W8-DR-T-0001 Rev: P04                             | SHAFT W8 SITE COMPOUND LAYOUT                  |
| HTR-WAB-PI-ED-DR-T-0001 Rev: P04                             | 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: P03                             | EMERGENCY DISCHARGE PERMANENT SITE PLAN        |
| HTR-WAB-PI-P9-DR-T-0002 Rev: P04                             | OPEN CUT SECTION P9 SITE PLAN                  |
| HTR-WAB-PI-P2-DR-T-0002 Rev: P07                             | OPEN CUT SECTION P2 SITE PLAN                  |
| <b>General Arrangement Plans and Typical Details</b>         |                                                |
| 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: P04                             | 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: P04                             | PIPELINE CROSS SECTION DETAILS                 |
| HTR-WAB-ZZ-ZZ-DR-T-0004 Rev: P01                             | TYPICAL ROAD-SITE INTERFACE DETAILS            |
| <b>Culvert upgrades</b>                                      |                                                |
| HTR-WAB-PI-W5-DR-T-0003 Rev: P03                             | PURBROOK WAY CULVERT UPGRADE                   |
| HTR-WAB-PI-W5-DR-T-0004 Rev: P02                             | PURBROOK CULVERT SITE LAYOUT                   |
| HTR-WAB-PI-W6-DR-T-0003 Rev: P03                             | DUNSBURY WAY CULVERT UPGRADE                   |
| HTR-WAB-PI-W6-DR-T-0004 Rev: P02                             | DUNSBURY CULVERT SITE LAYOUT                   |
| HTR-WAB-PI-W8-DR-T-0003 Rev: P03                             | MIDDLE PARK WAY CULVERT UPGRADE                |
| HTR-WAB-PI-W8-DR-T-0004 Rev: P02                             | MIDDLE PARK CULVERT SITE LAYOUT                |
| <b>Permanent Public Right of Way Diversion at Bedhampton</b> |                                                |
| HTR-WAB-PI-BD-DR-T-0002 Rev: P02                             | PUBLIC RIGHT OF WAY DIVERSION PLAN             |

## Structure of this document

1.42. This Planning Statement is structured as follows:

- Section 2 sets out the application sites and surroundings;

- Section 3 provides a description of the various components of the Scheme;
- Section 4 sets out the need case for the Scheme and the alternatives considered;
- Section 5 provides the assessment of the Scheme against planning policies;
- Section 6 summarises the case for the Scheme;
- Appendix A lists the relevant planning policies.

## 2. Scheme Context

### Pipeline Scheme Location

- 2.1. 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 (red line boundary) is described below and shown in the Site Location and Red Line Boundary Plans (and Figure ES1 above).
- 2.2. The 'reservoir site' refers to the reservoir itself and the Forestry England land to the north that will accommodate the northern access, habitat mitigation and footpaths. The reservoir site is located to the north of the town of Havant in the county of Hampshire. It is split along a north-south alignment between the two local planning authorities of HBC and EHDC. The boundary of the South Downs National Park (SDNP) lies to the east of the reservoir site.
- 2.3. 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.
- 2.4. The location of the pipeline scheme and the surroundings described below are shown on Figure 2.1 Site Location and Figure 2.2 Environmental Constraints in the ES Volume 3.

### Pipeline Corridor

- 2.5. 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 along the Hermitage Stream before turning north-east and broadly following the Riders Lane Stream towards the reservoir site.
- 2.6. 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.

### Flood risk

- 2.7. 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.'
- 2.8. The pipeline route south of Hooks Farm Way is located in a low probably 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 but this is for a possible future temporary car park.

### Historic environment

- 2.9. At its northern extent, the pipeline is in 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

- 2.10. 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).
- 2.11. 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

- 2.12. The pipeline corridor runs through an area of low lying and relatively flat landscape. Both Hermitage Stream and Riders Lane Stream make prominent features as they meander within this

landscape. The area surrounding the pipeline route is mostly large-scale housing estates, built post second world war. These have associated schools, recreational grounds and small pockets of retail such as convenience stores. Many of these residential areas feature roads with wide tree lined grass verges and many other small pockets of green open space.

- 2.13. 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 with seating, 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.
- 2.14. 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)**

- 2.15. Land in Staunton Country Park is designated Open Access land so there are also permissive paths within and adjoining the pipeline site, as goes up to join the reservoir site.
- 2.16. 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.
- 2.17. 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.

## 3. Description of the Scheme

### Project Description

- 3.1. 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. The level of detail required for the pipeline application has been discussed and agreed with HBC, the host Local Planning Authority (LPA).
- 3.2. Outline Planning permission was secured for a pipeline scheme in October 2021. Hybrid planning permission is now being sought for a new pipeline route and design for the same purpose:
- 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.*
- 3.3. Under the original pipeline Scheme application submitted in 2020, 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 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. This trenchless method minimises the disruption and impacts associated with the open cut method.
- 3.4. A hybrid application (part full/part outline) for the pipeline is being submitted with some details reserved for approval at a later stage. These will take the form of reserved matters applications.
- 3.5. The full components of the application for the new pipeline comprise:
- 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);
  - Emergency drawdown discharge structure/shaft including above ground kiosk at Hermitage Stream;
  - Construction of eight further 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 and modifications to Bedhampton 2 operational building; and
  - Permanent diversion of Footpath 34 at Bedhampton Pumping Station.
- 3.6. The outline element comprises:
- 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).
- 3.7. The outline elements 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.
- 3.8. The extent of the new pipeline corridor is shown on the Site Location Plan Drawing (Ref. HTR-ATK-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 and the eight shafts.

### Methodology

- 3.9. The new pipeline will be up to 5.3km in length (the new scheme extends into the reservoir footprint). The pipeline will comprise two new water pipes typically 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 well 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.

- 3.10. 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:
  - Around the Council playing fields adjacent to Havant Rugby Club; and
  - At land to the west and southwest of Staunton Country Park (including within the reservoir site).
- 3.11. 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.
- 3.12. Above ground construction will also occur at each of the eight access shafts. This construction will utilise an open-dug cast in-situ reinforced concrete caisson technique. This method allows for adaptation to different ground and groundwater conditions 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 interventions to the pipe if required, whilst leaving minimal visible impact at the shaft location.
- 3.13. 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 highly unlikely 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. The culverts 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 electrical utilities and valve actuators.
- 3.14. 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.
- 3.15. 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.
- 3.16. 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).
- 3.17. As a result of the proposed works at Bedhampton Pumping Station permission is also sought for a permanent diversion of the public footpath (34) which currently runs through the operational site. For security reasons the new diversion will still need fencing on either side to prevent public access into the operational site. To avoid dividing the site, and ensure unhindered access to Portsmouth Water's 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, it will provide a more attractive 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.

## Pipeline Route

- 3.18. To aid description in this assessment 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:

- **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:**

Following planning permission in 2021, further design work and 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*

- An 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 (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 (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 (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 (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 (P7 tunnelled) – Dunsbury Way to High Lawn Way (Shaft 6 to 7):**

The pipeline corridor now turns to run east, still following 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 (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.

- 3.19. A summary of the different construction areas including dimensions, methodologies and construction activities is included within Chapter 2 of the ES, Volume 2 (Table 2-1).

## Environmentally-Led Design

- 3.20. It was agreed with the HBC case officer during pre-application discussions that a Design and Access Statement would not be required to be submitted alongside the planning application for the new pipeline scheme<sup>3</sup> as this is an engineering operation and, following construction, the scheme would be predominantly below ground.
- 3.21. However, it's important to highlight that the pipeline scheme has been informed by public and stakeholder engagement and extensive collaboration between the engineers and the environmental specialists to ensure that it avoids or minimises impacts on the environment and local community.

## Pipeline Scheme Evolution

- 3.22. Using the pipeline scheme approved in 2020 as the starting point, optimisation was focussed on reducing the length of the pipeline by following Riders Lane Stream and adopting a more efficient and less disruptive tunnelling technique.
- 3.23. Initially the proposed shafts were located where they were best suited to tunnel alignments through: reducing bends, providing the optimum space for access on all sides of shafts to accommodate preferred site layouts; and ensuring access to highways. Environmental and highway constraints were further considered to refine the route and design.
- 3.24. Measures to avoid loss of all Veteran and Category A trees and minimise impacts on hedgerows, terrestrial and aquatic habitats, public rights of way and open spaces and provide carbon savings, have been embedded into the final detailed design. More detail on the measures taken are included in Chapter 2 of the ES, Volume 2.

## Construction Timeframe

- 3.25. The construction of the reservoir will be spread over several phases over approximately 10 years to take account of detailed design, environmental mitigation, preparatory operations, seasonal clay working limitations and time taken to fill the reservoir with water. The construction of the pipeline will take approximately 2 years.
- 3.26. The reservoir and pipeline will be constructed in phases, to reduce the amount of traffic travelling to and from the reservoir site at any one time. The pipeline will be broken down into sections to allow multiple teams to operate at the same time.
- 3.27. The key elements of the proposed construction sequence for the reservoir and pipeline schemes are indicated in Table 3-1. A more detailed breakdown of the pipeline construction is provided in the Phasing Plan.

**Table 3-1 – Indicative Construction Programme**

| Dates                            | Key activity / milestone                                                                                                     |
|----------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>15th October 2021</b>         | Planning approval secured for the reservoir application and original pipeline application                                    |
| <b>Spring 2021 – Winter 2023</b> | Commencement of works for reservoir site: Species relocation, tree felling, preparatory work on habitats avoiding breeding / |

<sup>3</sup> In line with The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015, para 8(4)(c)

| Dates                            | Key activity / milestone                                                                                                                                        |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  | nesting seasons, enabling works including northern access road construction.                                                                                    |
| <b>Autumn 2024</b>               | Planning permission for the pipeline expected.                                                                                                                  |
| <b>2024 – 2028</b>               | Construction of reservoir embankment, control house, culverts and connections to the pipeline, southern access, wetland earthworks and structures, landscaping. |
| <b>2025 – 2027</b>               | Pipeline construction (apart from Shaft 1 which is being consented separately and will commence Summer 2024 under the original pipeline permission)             |
| <b>Autumn 2026 – Spring 2031</b> | Construction of visitor facilities for the reservoir. Filling of reservoir in stages with pumped water from Bedhampton Springs. Testing and commissioning.      |

- 3.28. The main construction support site and laydown areas for the reservoir construction will be at the reservoir site. The main construction welfare support site for the pipeline construction will be at Bedhampton Pumping Station. The main laydown area for the pipeline will be at the reservoir and there will be small construction compounds within the pipeline shaft construction areas.
- 3.29. HGV construction traffic will be required to use the northern access as the main access point, 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 Junctions 2 and 3 of the A3(M). The traffic impact is discussed in more detail in Revised Chapter 13 Traffic and Transport in ES Volume 2, and the Revised Transport Assessment in Appendix A13.1 in ES Volume 4.
- 3.30. Working areas will require fencing to secure the site and protect the public.
- 3.31. Land incorporated in the pipeline corridor for the temporary works of the pipe installation will be returned to its pre-existing condition and use on completion.
- 3.32. 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). This has informed the detailed Construction Environmental Management Plan (CEMP) submitted alongside the planning application.
- 3.33. The planning approval will be subject to a detailed Traffic Management Plan and construction environmental management measures to reduce disruption from construction activities. The traffic impact is discussed in more detail in the Transport Assessment which accompanies the planning applications.
- 3.34. Best Practicable Means will be applied during the construction works to minimise impacts on neighbouring residential properties and other sensitive receptors arising from the works.

### Community Liaison

- 3.35. 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, a letter drop will take place in the locality advising residents of the programmed works and when they will take place.

## 4. Need and Alternatives

### Introduction

- 4.1. The overriding public need for the Havant Thicket Reservoir scheme and the lack of suitable alternative sites or design solutions has been accepted through the planning approvals for the reservoir and pipeline in October 2021. A summary is provided below.

### National Planning Policy Framework

- 4.2. The National Planning Policy Framework (NPPF, 2023) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. It is also a material consideration in planning decisions.
- 4.3. NPPF (paragraph 20 (b)) requires local authorities to make sufficient provision for water supply infrastructure and states that water supply and quality is a cross-boundary issue where there is a duty to cooperate.
- 4.4. Paragraph 186 provides guidance to Local Planning Authorities in determining applications which have impacts on habitats and biodiversity. Parts (a), (c) and (d) of the paragraph are relevant to this Scheme:
- a) *If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.*
  - c) *Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. The footnote to (c) states: For example, infrastructure projects ... where the public benefit would clearly outweigh the loss or deterioration of habitat.*
  - d) *Development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate<sup>4</sup>.*
- 4.5. NPPF (paragraph 206) advises that "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification." Paragraph 208 states that: "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use"<sup>5</sup>.

### Need for the Scheme

- 4.6. The majority of the South East, apart from the Portsmouth Water area, is classed as 'seriously water-stressed' by the Environment Agency with Portsmouth Water currently sharing supplies with Southern Water in West Sussex and Hampshire of up to 30 million litres of water each day. On an average day, Portsmouth Water supplies 174 million litres of water, enough to fill 70 Olympic size swimming pools, for approximately 726,000 people, although in the summer supply is increased due to the many tourists who visit the coast, cities and the South Downs National Park. By 2045 it is expected to supply a similar amount of water, but to more people, 833,000 people in 382,000 homes and businesses due to the predicted growth in population.

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<sup>4</sup> This replaced paragraph 175 of the NPPF 2019 which stated: "(d) Development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity".

<sup>5</sup> This replaced paragraphs 194 and 195 of the NPPF 2019.

- 4.7. Southern Water supplies water to an area that is officially identified as an area of significant population and economic growth. Forecasts outlined in their WRMP, indicate that population within the Southern Water supply area is expected to grow to over 3 million people by 2045, representing a 22% increase and a 27% increase in new water supply connections. Southern Water identifies strategies to balance the demand for water with the supply of water over the period of 2020 to 2070.
- 4.8. In response to the restriction the EA has imposed on abstraction from the internationally designated River Itchen and nationally designated River Test, Southern Water has taken steps to improve water efficiency, reduce leakage and invest in new water sources to maintain secure water supplies for its customers. Coupled with the impacts of climate change and population growth, Southern Water already has a significant supply deficit of 166 million litres per day in Hampshire in a drought, and this is forecast to increase to 200 million litres a day by 2050.
- 4.9. The Havant Thicket Reservoir scheme will contribute towards addressing Southern Water's deficit, and will 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 will all place pressure on meeting future water supply demand.

## **Alternatives considered**

### **Havant Thicket Reservoir and Pipeline**

- 4.10. The Havant Thicket site has been identified as the preferred location for a reservoir following numerous studies undertaken over the past 53 years. Detailed ground investigations were commissioned by the Southern Water Authority in the 1960's and 1970's to identify potential reservoir sites with suitable geological conditions. The Site Alternatives Assessment (April 2020) in Appendix A4.1 Environmental Statement Volume 4 captures the site selection work that had been undertaken previously. The assessment methodology utilises a three-stage appraisal process in order to identify specifically the optimal location and design of a reservoir. Seventy two potential sites were assessed across the Portsmouth Water and south Hampshire area in stage one. Sixty seven of the 72 sites were rejected at this stage, primarily because the proposed source of abstraction was protected under an Abstraction Licensing Strategy (2013) and/or Habitat Directive. Only sites that could be supplied by the Havant and Bedhampton Springs were feasible. Five sites were taken forward to stage two and Havant Thicket was assessed as providing the best option as it has the largest capacity, allows for the development of areas for recreational activity that will benefit the local community, together with the potential for nature and biodiversity enhancement, the shortest pipeline and least impact on protected Chichester and Langstone Harbours.
- 4.11. At stage three, eight conceptual reservoir designs on the Havant Thicket site were developed and analysed and then discussed with stakeholders. This led to the development of two further refined options A and B, which contained a combination of the best features of the favoured appraised options. This was subject to public consultation in 2008 and refined further to form the 2009 Outline Masterplan. The Scheme, the subject of the current planning applications, is a refinement of the 2009 scheme: further reducing impacts on ancient woodland, Sir George Staunton Conservation Area and Leigh Park Registered Park and Garden; increasing the area of retained wetland; and enhancing landscaping and optimising opportunities for recreation and biodiversity.

### **Pipeline Route 2023**

- 4.12. Following the approval of the Havant Thicket Reservoir hybrid planning application and original outline planning application for the associated pipeline in 2021, Portsmouth Water has been investigating 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 would allow the Scheme to be delivered more efficiently and effectively.
- 4.13. Initial optimisation was to reduce the length of the pipeline by following Riders Lane stream and adopt a more efficient and less disruptive tunnelling technique. As described above, much of the original 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.

- 4.14. In 2023, Portsmouth Water considered a revised approach involving the use of micro-tunnelling to put in the majority of the pipeline, building it section by section via eight access shafts. The new water pipe would be installed inside a tunnel formed by concrete pipe sections installed at a depth of between 3 and 10 m underground, well below roads, footpaths, utilities, watercourses and tree routes.
- 4.15. A combination of open cut and micro-tunnelling techniques would be used for the construction of this single pipeline scheme.
- 4.16. The proposed shafts would be located where they were best suited to tunnel alignments through reducing bends and providing the optimum space for access on all sides of shafts to accommodate preferred site layouts. Areas for open cut construction would be required to help manage and reduce programme length as they can be undertaken alongside tunnelling works. Areas which would have minimum disruption on the local community were chosen (i.e. open space rather than roads). In these sections overall costs would be reduced due to the shallow cover and lack of services. Site constraints were then considered to further refine the route and design.
- 4.17. An environmental assessment of the revised approach was undertaken and the comparisons between the two single pipeline schemes are set out in ES Volume 2, Chapter 4 (Table 4.2). This scheme was the subject of public consultation in February and March 2023.
- 4.18. The impacts of the single pipeline scheme are comparable to the approved pipeline scheme with no likely long-term (permanent) significant adverse effects predicted. However, two new temporary significant adverse effects were identified relating to noise and visual impact during construction.
- 4.19. The overall disruption from the construction of the revised pipeline scheme on local residents would be reduced and affect a smaller number of people than the original scheme. Fewer roads (and smaller sections within these roads) would be closed, the construction works would be focussed in smaller areas rather than a rolling road block throughout Leigh Park, and there would be less traffic generated due to a much smaller workforce.
- 4.20. This was a result of a collaborative and iterative design and assessment process, which was informed by more detail on construction plant and activities and ensured that impacts on the environment were minimised as far as practicable.

### **New dual pipeline scheme 2024 (subject of this planning application)**

- 4.21. To address the need to deliver additional resilience to the water network, a dual pipeline is now being proposed. The two pipelines would be used by Portsmouth Water to pump spring 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.
- 4.22. The pipelines could also potentially be used by Southern Water in the future, if it receives development consent for its water recycling scheme, Hampshire Water Transfer and Water Recycling Project. The Development Consent Order application for this scheme is due to be submitted in Summer 2025.
- 4.23. A combined approach means that, if Southern Water's proposals for water recycling are agreed in the future, residents won't need to experience additional disruption from construction of another pipeline. It would also reduce the environmental impact and it's estimated that taking this futureproofing approach could save over £100 million, compared to installing separate new infrastructure at a later stage. This would provide better value for money for water customers.
- 4.24. The new water pipes would be installed inside two adjacent tunnels which would be constructed concurrently to ensure maximum efficiency is achieved.
- 4.25. The alignment of the dual pipeline route is the same as the 2023 scheme, however, the application will now include an inlet and outlet pipeline and incorporate the inlet pipeline right up to and into the reservoir (the outlet pipeline within the reservoir site is permitted as part of the reservoir scheme and will be subject to a separate reserved matters application). Figure ES1 illustrates the approved route and new dual pipeline route.
- 4.26. The inclusion of an additional pipe and incorporating the inlet pipe within the reservoir site are the main changes from the 2023 scheme. Other small design changes relate to the depth of the

shafts and pipes. The required working zones will still be limited to just where the access shafts are needed and the two open cut sections.

- 4.27. This is a new dual pipeline scheme and the environmental impacts cannot be easily compared to the original approved single pipeline scheme. The dual pipeline scheme would result in significantly less disruption to local communities and a lower impact on the environment compared to installing two pipelines separately. It also means lower carbon emissions during construction, compared to installing two pipelines separately.

## **Conclusion**

- 4.28. Portsmouth Water has demonstrated that there is an overriding public need for the Havant Thicket Reservoir scheme and a lack of suitable alternative sites or design solutions within the preferred reservoir site which avoids loss of ancient woodland or harm to the RPG and Sir George Staunton Conservation Area. This provides the 'wholly exceptional reasons' and 'clear and convincing justification' in line with the NPPF. In response to paragraph 186 (c), a 'suitable compensation strategy' comprising extensive mitigation and compensation measures was developed and approved in discussion with Natural England, Environment Agency, HBC/EHDC and HCC.
- 4.29. In addition, the Havant Thicket scheme is required to help meet the deficit resulting from the EA restriction on abstraction from the internationally designated River Itchen and the nationally designated River Test and will help to conserve and enhance the biodiversity of these rivers in line with NPPF paragraph 186 (d).
- 4.30. The wider Havant Thicket scheme, the subject of the 2020 planning applications and this 2024 pipeline planning application, is a refinement of the 2009 scheme, further reducing impacts on, veteran trees ancient woodland and the RPG, increasing the area of retained wetland, minimising potential traffic impacts, enhancing landscaping and optimising opportunities for recreation and biodiversity.
- 4.31. The safeguarding and allocation of a reservoir at Havant Thicket in the HBC and EHDC Local Plans, recognises that the supply of water needed from the reservoir is critical to meet future population and housing demands.

## 5. Planning policy assessment

### Introduction

- 5.1. Many of the issues covered in this section are addressed in detail in the Revised Environmental Statement (ES) and summarised in the Revised Non-Technical Summary to the ES (Volume 1). Each ES chapter provides a summary of the existing environmental baseline and a detailed assessment of the impact of the pipeline scheme taking into account mitigation and compensation measures. This section provides a high-level summary of the ES as it is relevant to planning policy, but the ES should be referred to for detailed information.
- 5.2. The key local policies for the pipeline scheme are HBC Adopted Policies CS18 and AL6. This section will go through the requirements of these policies to assess the extent of compliance grouped under policy themes.

### Planning Policy Framework

- 5.3. The framework for guiding and assessing the pipeline scheme is established in a cascading set of policies from national to local level. At the heart of the NPPF (2023) is a presumption in favour of sustainable development based upon a number of core principles and themes. Those most relevant to the scheme relate to:
- Promoting healthy and safe communities;
  - Promoting sustainable transport;
  - Making effective use of land;
  - Achieving well-designed places
  - Meeting the challenge of climate change, flooding and coastal change;
  - Conserving and enhancing the natural environment
  - Conserving and enhancing the historic environment;
  - Facilitating the sustainable use of minerals.
- 5.4. Appendix A includes the national, regional and local policies relevant to the scheme.

### Local planning policy

- 5.5. The pipeline between reservoir and Bedhampton Pumping Station falls entirely within HBC. The Development Framework Plan comprises the Havant Borough Council Local Plan, made up of the Core Strategy adopted in 2011 and the Site Allocations Plan adopted in 2014.
- 5.6. Planning applications should be determined in accordance with this local plan, unless material considerations indicate otherwise. Examples of material considerations include policies in the NPPF, flood risk, contaminated land, heritage considerations, design and scale.

### Site allocations

- 5.7. 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.
- 5.8. 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 the use as a reservoir.
- 5.9. Policy AL6 Havant Thicket Reservoir Pipeline supports the inclusion of a new pipeline in association with the Scheme, plus states that *“Development proposals will not be permitted in the pipeline route buffer zone, where it could prevent the future delivery of the pipeline”*.

## Environmental assets

- 5.10. The pipeline corridor is subject to a number of land use, heritage and environmental designations and policies, notably:
- Leigh Park (Staunton Country Park) Grade II\* Registered Park and Garden;
  - Sir George Staunton Conservation Area;
  - Areas of ancient and semi-natural woodland;
  - Sites of Importance for Nature Conservation (SINC);
  - Open space and Public Rights of Way.

## Assessment of the Scheme

### Principle of development - a Strategic Site

- 5.11. A pipeline route from the reservoir to Bedhampton Springs is safeguarded in the adopted local plans through HBC Policy CS18, CS19 and AL6. As such the principle of the pipeline route has been accepted, subject to certain requirements.
- 5.12. HBC Policy CS18 - Strategic Site Delivery identifies Havant Thicket Reservoir as a Strategic Site. The Scheme will ensure water supply in South Hampshire and therefore embedded in local policy as strategic infrastructure required for the plan period.

### Water supply

- 5.13. The National Policy Statement (NPS) for Water Resources Infrastructure (2023) provides national policy support for a new reservoir to support long term resilience, where identified in a statutory water undertaker's Water Resource Management Plan (WRMP).
- 5.14. The NPS confirms that 'need' for a scheme will be determined by the WRMP and the WRMP options appraisal will also inform the consideration of alternatives. The NPS will be used by the Secretary of State to consider development consent applications for nationally-significant water resource infrastructure projects. Whilst the Scheme is not currently deemed to be a Nationally Significant Infrastructure Project, the NPS is a material consideration informing decisions on planning applications relating to water resources.
- 5.15. Paragraph 2.6.4 of the NPS recognises the advantage of reservoirs in providing greater flexibility to meet peak demands, as there is the potential for water to be abstracted from reservoirs for short periods at high rates without environmental impact, whilst reducing the need for increased abstraction from rivers or groundwater during drought periods. Therefore, reducing the potentially negative impact on the environment and supporting the government's ambition to enhance the environment.
- 5.16. The NPS also acknowledges how reservoirs can enhance the environment and the wildlife that exist in them by providing new habitats and nesting and breeding grounds for birds. In addition, it highlights the positive recreational, educational, health and wellbeing benefits that can also be achieved through reservoir developments.
- 5.17. Portsmouth Water has demonstrated that there is an overriding public need for the Havant Thicket Reservoir Scheme and a lack of suitable alternative sites (see Section 4). 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.

### Biodiversity

- 5.18. NPPF paragraph 186(a) states that if significant harm to biodiversity resulting from a development cannot be avoided through locating on an alternative site with less harmful impacts, then it should be refused.

- 5.19. At a local level, biodiversity protection and enhancement is embedded in HBC Policy CS1 and Policy DM8.
- 5.20. The assessment of the pipeline scheme on biodiversity is provided in Chapter 9 of the ES. Impacts on biodiversity resulting from the pipeline construction and culvert upgrades are largely temporary in nature, occurring during the construction phase and will not result in significant adverse effects. Significant trees will be avoided and habitats will be re-instated in accordance with details in an Ecological Mitigation and Management Plan submitted with the planning application for the new pipeline scheme.
- 5.21. No significant effects during the operation phase are anticipated.
- 5.22. 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 agreed with the Environment Agency. 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.
- 5.23. A Biodiversity Net Gain Assessment has been completed in relation to the new pipeline scheme, in consultation with the HBC Ecologist, and is submitted alongside the pipeline planning application.

### **Historic Environment**

- 5.24. NPPF (paragraph 206) advises that "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification." Paragraph 208 states that: "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".
- 5.25. This is translated into local plan policies in HBC Policies CS11 and DM25. Requirements relating to the historic environment are outlined in site allocation Policy CS18 of the HBC local plan which states that the Scheme should compensate for the loss of, and effects on, the RPG and the conservation area.
- 5.26. The assessment of the scheme on the historic environment is provided in Chapter 8 of the ES. The construction of the pipeline would have temporary adverse effects on the setting of three heritage assets: the Grade II\* Leigh Park (Staunton Country Park) RPG (NHLE 1000112), the Sir George Staunton Conservation Area, the Old Bedhampton Conservation Area. However, these impacts are not considered significant.

### **Landscape and Visual**

- 5.27. The NPPF Chapter 15 paragraph 180 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 clause 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*". Development in local landscape areas should not be used to justify refusal although evidence should be provided to demonstrate that the development has mitigated any adverse landscape effects.
- 5.28. At a local level, relevant landscape policy is 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.
- 5.29. The assessment of the scheme on landscape and visual receptors is provided in Chapter 11 of the ES. During construction of the pipeline there would be disturbance to the local landscape arising from construction activity at shaft and culvert locations. This would result in short term significant adverse effects on views from users of three public rights of way and one public open space (Riders Lane Stream) along the pipeline route.

- 5.30. Although the construction activities are only focussed on the shaft and culvert locations (and therefore affect smaller areas of landscape and number of views than the original scheme) they cover a slightly larger area in these locations and will be in situ for longer. However, once construction is complete there will be no impacts.
- 5.31. The river improvement work (see para 5.19) is 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.

### **Impact on veteran trees**

- 5.32. The NPPF refers to the importance of mitigating impact on veteran trees in paragraph 186(c), which outlines the principle requirements for determining planning applications: *“development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists and a suitable compensation strategy exists”*.
- 5.33. The proposed changes to the pipeline have resulted in the location of proposed shaft 5 compound directly adjacent to a Common Oak (veteran tree), recorded as part of the BS5837:2012 tree survey.
- 5.34. Shaft 5 is required in this location to facilitate construction of the P5 tunnels southwest of the Emergency Discharge shaft, and the P6 tunnels north towards shaft 6. The selection of this site location has been determined based on the creation of feasible tunnel routes and the availability of suitable sites. Movement of the shaft north is restricted by the bend radius limitations and the presence of private gardens on Ellisfield Road. Potential movement of the shaft south would encroach onto Purbrook Way and the adjacent pavement.
- 5.35. A series of measures to mitigate any potential impact on the veteran tree has been incorporated into the construction methodology, including:
- Limiting area of excavation to shaft site, removal of top 1m of soils by hand under arboricultural supervision, implementing ground protection measures and temporary fencing where necessary;
  - Adopting ground improvement measures on completion of works to mitigate for stresses;
  - Reducing shaft size by 28% to 9.2 m ID/11 m OD (the minimum size possible);
  - Reallocation of shaft by 8m to the south, away from the veteran tree. To accommodate this, the site boundary is shifted to Purbrook Way, requiring temporary footpath closure and bus stop relocation along with a significant number of service diversion; and
  - The extent of the site compound has been increased to north and to west of Rider's Lane stream, to minimize plant/equipment activity near the veteran tree and root protection zone.
- 5.36. The approach had been agreed with the Council's arboriculturist and an Arboricultural Impact Assessment including arboricultural method statement has been submitted with this application.

### **Water environment and flood risk**

- 5.37. The NPPF Chapter 14 paragraph 157 advises that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, in line with the objectives of the Climate Change Act 2008 (paragraph 158 footnote 56). At a local level, policy on flood risk is outlined in HBC Policy CS15. In addition, HBC Policy CS18, seek a flood risk assessment of the Scheme and mitigation put in place to minimise risks.
- 5.38. The assessment of the scheme on the water environment is provided in Chapter 15 of the ES. In context of the water environment, the whole purpose of the Havant Thicket Reservoir Project 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. The reservoir will result in the creation of new habitats of ecological value, particularly the wetland along the northern edge of the reservoir as well as approximately 100m additional stream length to the east of the reservoir.

- 5.39. 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. There is also a major benefit to the downstream Chichester and Langstone Harbour SAC SPA SSSI Ramsar in terms of nitrogen load. The reservoir will also have benefits to downstream flood risk by reducing the volume and frequency of peak flows.
- 5.40. 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 watercourse or Water Framework Directive (WFD) status anticipated.
- 5.41. An Article 4.7 deterioration assessment was completed for the Hermitage Stream WFD waterbody in consultation with the Environment Agency. A derogation and a package of river habitat improvement measures known as 'Package 2' were agreed with the Environment Agency and secured in the reservoir and outline pipeline planning consents by way of a legal agreement.
- 5.42. 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 will reduce flood risk in that catchment.
- 5.43. The pipeline impacts are largely 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 vicinity of the Bedhampton springs, the works would not result in adverse effects that would be significant on the water environment.
- 5.44. There are no adverse effects that would be significant on the water environment.

### **Traffic and transport including access**

- 5.45. NPPF paragraph 108 (d) states that the environmental impacts of traffic and transport infrastructure should be identified, assessed and mitigated. NPPF Paragraph 114 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 on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.46. HBC Policy CS18 outlines the scheme's requirements in terms of traffic. They require construction traffic to be minimised in Leigh Park, Horndean, Rowlands Castle and other residential areas, seek to restrict public vehicular traffic within the site and confined to the vicinity of the main access and require appropriate vehicular access.
- 5.47. The assessment of the scheme on Traffic and Transportation is provided in Chapter 13 of the ES. Consideration has been given to the impact of the change in traffic flow on the local highway network, in addition to the effects of temporary or permanent highway or PRoW closures, including the proposed permanent footpath diversion at Bedhampton Pumping Station.
- 5.48. As part of the construction of the pipeline and culvert upgrade works, there would need to be temporary road closures and temporary parking suspensions to facilitate construction. However, due to the length of the closures and the provision of diversion routes, none would result in any adverse effects that would be significant relating to traffic and transport. For the construction of the pipeline, there will be temporary diversions of footpaths and public rights of ways, however the diversions will not add a material distance onto the footpath and would not result in any adverse effects that would be significant. Permanent diversion of Footpath 34, which currently runs through the Bedhampton Pumping Station site, along Hermitage Stream and over Lower Mill Pond would improve the amenity for walkers in his area.
- 5.49. Construction activities would be focussed on smaller areas (shaft and open cut areas) so disruption would not be as widespread as for the original pipeline scheme. There would be less road closures and for short lengths and durations and short diversions where required.
- 5.50. The new design allows the pipeline construction to be undertaken with a significantly smaller workforce, with up to 65 staff required at the peak as opposed to the 125 staff assessed as part of the 2020 ES. This will likely have a beneficial impact on the local road network during construction, with fewer worker trips being generated to / from the site each day.

- 5.51. During operation there would be no significant effects in relation to Traffic and Transport.

### **Material Resources and Waste**

- 5.52. NPPF paragraph 216(b) sets out an objective to contribute to protecting and enhancing 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.
- 5.53. At a local level, HCC Minerals and Waste Plan 2013 sets out 34 policies relating minerals and 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.
- 5.54. 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.
- 5.55. The assessment of the scheme on material resources and waste is provided in Chapter 14 of the ES. The assessment compared estimates of construction materials that would be required during construction of the pipeline corridor to existing sales of construction materials in the region. The assessment found that the effect would be negligible and not significant on the availability of construction materials in the region.
- 5.56. 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.

### **Amenity - noise and air pollution**

- 5.57. The NPPF refers to air quality in paragraph 192 and emphasises contribution towards compliance with national objectives for pollutants across local policy and developments. NPPF confirms the material nature of air quality matters in development decisions and the potential exacerbation of air quality problems in AQMA. NPPF paragraph 191 sets out national policy in relation to noise. Minimising the effects of pollution (noise and air quality) on residential amenity is provided at a local level in HBC Policy DM10.
- 5.58. The assessment of the scheme on air quality is provided in Chapter 7 of the ES. Air quality in the area of the scheme can be considered relatively good, with measured pollutant concentrations below relevant air quality criteria. There are no Air Quality Management Areas (AQMAs) within HBC administrative boundary.
- 5.59. This 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 arising due to the scheme.
- 5.60. With appropriate mitigation measures in place, any adverse impacts resulting from the construction works would be minimised such that there would not be any residual significant effect on receptors. 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.
- 5.61. The assessment of the scheme on noise and vibration is provided in Chapter 12 of the ES. There would be adverse noise and vibration effects from construction works during the daytime associated with the pipeline corridor. There are potential for vibration impacts due to tunnelling. However, given the moving nature of work, vibration impacts are expected to occur for not more than a few hours. Therefore, no significant vibration effects are predicted for tunnelling activity.
- 5.62. 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.

- 5.63. 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 small number of receptors.
- 5.64. 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.
- 5.65. 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, a letter drop will take place in the locality advising residents of the programmed works and when they will take place.
- 5.66. The OEMP, Appendix 2.1 of the ES, provides a record of environmental actions and commitments which aim to minimise effects during construction.
- 5.67. There are no adverse effects from the operation of the pipeline.

### **Climate change**

- 5.68. The UK is one of the world's largest emitters of greenhouse gases, although national emissions are reducing. In 2022, UK emissions amounted to 406.5 million tonnes of carbon dioxide equivalent (CO<sub>2</sub>e). In 2021, emissions for Havant Borough were 400.8 ktCO<sub>2</sub>e, a reduction of 46% against a 2005 baseline for the Borough. Emissions for East Hampshire over the same period reduced from 977.0 ktCO<sub>2</sub>e to 596.5 ktCO<sub>2</sub>e.
- 5.69. The UK has in place carbon 'budgets' for five-year periods up to 2037. The UK is currently in the fourth carbon budgetary period (2023-2027), the budget for which is 1,950 MtCO<sub>2</sub>e (million tonnes of greenhouse gases, presented as their carbon dioxide equivalent of CO<sub>2</sub>e). The UK cannot legally emit more greenhouse gases than this within the budgetary period. The carbon budget for the 2028–2032 budgetary period is 965 MtCO<sub>2</sub>e.
- 5.70. There is a legal requirement for the UK to reach 0 MtCO<sub>2</sub>e by 2050, an ambition which is echoed by both Hampshire County Council and East Hampshire District Council.
- 5.71. The assessment of the effects of the scheme on climate change is provided in Chapter 16 of the ES. 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.
- 5.72. The construction of the pipeline corridor would generate approximately 27,154 tCO<sub>2</sub>e (tonnes of greenhouse gases, presented as their carbon dioxide equivalent of CO<sub>2</sub>e). 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. Assuming construction emissions are spread evenly across the construction period, the construction of the Scheme would contribute 0.00014% of the fourth, 0.00005% of the fifth.
- 5.73. 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.

### **Impact on Playing Pitches**

- 5.74. Chapter 8, paragraph 96, of the NPPF 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. Paragraph 100 outlines that *existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless ... 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.*
- 5.75. 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 Havant Rugby Football Club (HRFC). To minimise impact on the local community, mitigation measures and alternatives have been assessed through pre-application engagement with HRFC, the Rugby Football Union (RFU) and HBC.

- 5.76. Following the meetings and correspondence between HBC, HRFC and Portsmouth Water, a consensus was reached over the option to realign the proposed pipeline around the playing fields rather than diagonally across them. The scheme now only affects 'pitch 4' and a small training area close to Shaft 2 (known as Dingley Dell). Discussions are still being held but agreement has been reached to reduce pitch 4, which is currently only used for youth training.
- 5.77. Pre-application engagement with Sports England has taken place, they consider the proposed re-alignment of the pipeline as acceptable subject to: 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.
- 5.78. While the proposed development could result in an impact on existing practice pitch 4 in the short-term, during construction and re-instatement, appropriate mitigation measures have been agreed and will be controlled through suitable planning conditions.

## 6. Case for the Pipeline Scheme

- 6.1. Planning law requires that planning applications should be determined in accordance with the 'Development Plan' unless material considerations dictate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). The National Planning Policy Framework (NPPF) was published in 2023 and sets out the Government's planning policies for England with a presumption in favour of sustainable development and is a material consideration in the determination of planning applications. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 6.2. The wider Havant Thicket Reservoir Scheme is key infrastructure to ensure water supply in South Hampshire and therefore embedded in local policy as strategic infrastructure required for the plan period. The reservoir and pipeline route are safeguarded in Havant Borough Council's adopted local plan through Policies CS18, CS19 and AL6, and consent has previously been approved for the reservoir and an outline pipeline scheme. As such, the need for the Havant Thicket scheme and the principle of development of a pipeline route from the reservoir to Bedhampton Springs has been established and accepted.
- 6.3. Following the 2021 planning approvals, Portsmouth Water has been investigating 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 would allow the Scheme to be delivered more efficiently and effectively. This has resulted in a predominantly tunnelled construction methodology and a new route alignment. There has also recently been a change in approach to delivering additional resilience to the water network, with a dual pipeline now being proposed. The two pipelines would be used by Portsmouth Water to pump spring 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.
- 6.4. This new pipeline corridor extends from the Bedhampton Springs, northwards through Havant, into the reservoir, closely following the approved outline route. Under the original pipeline scheme application submitted in 2020, 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 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. This trenchless method minimises the disruption and impacts associated with the open cut method.
- 6.5. As with the original pipeline 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, during an emergency situation, for example. Similarly, culverts along the Riders Lane stream, downstream of the new reservoir, would also be upgraded, so that flows at the reservoir could be safely accommodated.
- 6.6. This is a new dual pipeline scheme and the environmental impacts cannot be easily compared to the original approved single pipeline scheme. The new scheme would result in significantly less disruption to local communities and a lower environmental and carbon impact compared to installing two pipelines separately.
- 6.7. There are no likely long-term (permanent) significant adverse effects predicted from construction of the pipeline scheme. However, four new temporary significant adverse effects have been identified relating to noise, dust, visual impacts and loss of open space during construction. The noise effects can be minimised with temporary acoustic screens, implementation of best practicable means and through good communication with local residents. 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.
- 6.8. The temporary visual impacts are on four open space and rights of way receptors, although the construction activities are only focussed on the shaft and culvert locations (and therefore affect

smaller areas of landscape and number of views) they cover a slightly larger area in these locations and will be in situ for longer. However, once construction is complete there will be no impacts.

- 6.9. Air pollution from construction dust and construction traffic emissions will have a temporary significant adverse effect on the elderly and the disabled and the temporary loss of open space which could inhibit physical activity and adversely affect wellbeing in relation to children and low income groups. Impacts will be minimised by the implementation of mitigation measures including best practice dust management measures and clear communication.
- 6.10. The pipeline scheme has been informed by public and stakeholder engagement and extensive collaboration between the engineers and the environmental specialists. Measures to avoid all Veteran and Category A trees and minimise impacts on hedgerows, terrestrial and aquatic habitats, public rights of way and open spaces and provide carbon savings, have been embedded into the final detailed design. Furthermore, the routing of the pipeline has been refined to avoid impacts on the HBC Hooks Farm Recreation Ground playing pitches, that are used by Havant Rugby Football Club.
- 6.11. This pipeline proposal is an integral part of the Havant Thicket Reservoir scheme and is, therefore, necessary to facilitate the transfer of water from the Bedhampton Springs to the reservoir, and vice-versa, to meet the overriding public need for the scheme. The impacts of the scheme on the local community, the local environment and highway network have been minimised as far as practicable and any impacts would be temporary in nature during the construction period.
- 6.12. The development will, as outlined in the Skills, Employment and Education plan, provide both training and work opportunities, through local work placements, job creation, including training and development opportunities, and as such the proposal will provide economic benefits to both the local and wider region.
- 6.13. It is considered that the planning application for the pipeline scheme complies with the Development Plan and with national planning policy and hybrid planning permission should, therefore, be granted.

# Appendix A. Planning Policy Review

## National Planning Policy

### National Planning Policy Framework

- A.1. The National Planning Policy Framework (NPPF) 2023, sets out the Government's planning policies for England and how these should be applied within Local Planning Authorities to enable the delivery of sustainable development. The Framework advocates a presumption in favour of sustainable development, this means approving development proposals that accord with an up-to-date development plan without delay (para 11(c)).
- A.2. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development based upon a number of core principles and themes. Those most relevant to the Scheme relate to:
- Promoting healthy and safe communities
  - Promoting sustainable transport
  - Making effective use of land
  - Achieving well-designed places
  - Meeting the challenge of climate change, flooding and coastal change
  - Conserving and enhancing the natural environment
  - Conserving and enhancing the historic environment
  - Facilitating the sustainable use of minerals
- A.3. NPPF paragraph 20 requires local authorities to have strategic policies setting out an overall strategy for the pattern, scale and quality of development and make sufficient provision for inter alia, infrastructure for water supply. Broad locations for infrastructure required should be indicated on a key diagram, and land-use designations and allocations identified on a policies map. Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities.
- A.4. The NPPF advises Local Authorities to have strategic policies for infrastructure in their Local Plans, which would include a reservoir, to ensure the strategic needs of the area are discussed. To identify what is required in terms of the area's infrastructure needs, Local Authorities must have an effective dialogue with the relevant bodies. The NPPF states a strategic approach to maintaining and enhancing networks of habitats and green infrastructure is needed. The NPPF states that water supply and quality is a cross-boundary issue and that there is a duty to cooperate.

### **Meeting the challenge of climate change, flooding and coastal change.**

- A.5. Regarding meeting the challenge of climate change the NPPF advises the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, in line with the objectives of the Climate Change Act 2008. NPPF Paragraph 158 states *"Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure"*.
- A.6. The NPPF provides advice in terms of flood risk. It states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere, and the development is safe for its lifetime. In Flood Zone 1, a site-specific flood risk assessment should accompany all proposals involving sites of 1 hectare or more. Due to climate change, increases in flood risk need to be assessed to understand the long-term implications of flood risk.

Paragraph 158 encourages infrastructure to be resilient. For flood risk sites a sequential test to identify other sites should be used. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding.

## **Conserving and enhancing the natural environment**

- A.7. Paragraph 180 advises that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity value, recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services and minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- A.8. Paragraph 182 considers great weight should be given to conserving and enhancing landscape and scenic beauty in for example, National Parks which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas and should be given great weight in National Parks. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:
- e) *the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
  - f) *the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and*
  - g) *any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*
- A.9. Paragraph 186 requires the following principles to apply when determining planning applications:
- a) *if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.*
  - b) *development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
  - c) *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists and a suitable compensation strategy exists and*
  - d) *development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.*
- A.10. A footnote to Paragraph 186 (c) states infrastructure projects..."where the public benefit would clearly outweigh the loss or deterioration of habitat".
- A.11. Paragraph 187 states that SPAs, SACs and Ramsar sites should be given the same protection as habitats sites and Para 188 states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.

## **Conserving and enhancing the historic environment**

- A.12. Paragraph 200 requires proposals affecting heritage assets to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail

should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

- A.13. When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 205 states that great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- A.14. Paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of grade II registered parks or gardens should be exceptional, assets of the highest significance including grade I and II\* registered parks should be wholly exceptional.
- A.15. Paragraph 207 continues and states where a proposed development will lead to substantial harm to (or total loss of significance of) consent should be refused unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- a) *the nature of the heritage asset prevents all reasonable uses of the site; and*
  - b) *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
  - c) *conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
  - d) *the harm or loss is outweighed by the benefit of bringing the site back into use.*
- A.16. Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- A.17. Paragraph 209 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- A.18. Paragraph 210 states that local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

### **Making efficient use of land**

- A.19. NPPF Paragraph 124 encourages multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside. It recognises that some undeveloped land can perform many functions, such as for wildlife and recreation (paragraph 120b).
- A.20. NPPF paragraph 128 supports support development that makes efficient use of land, taking into account availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.

### **Achieving well design places**

- A.21. Paragraph 131 promotes good design as is a key aspect of sustainable development, which creates better places in which to live and work and helps make development acceptable to communities. Being clear about design. Paragraph 135 should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or

change and creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

### **Promoting healthy and safe communities**

- A.22. Paragraph 96 supports the achievement of healthy, inclusive and safe places and beautiful buildings which enable and support healthy lifestyles, for example through the provision of safe and accessible green infrastructure and layouts that encourage walking and cycling.
- A.23. Paragraph 97 supports the provision of recreational facilities and services the community that plan positively for the provision and use of shared spaces and community facilities to enhance the sustainability of communities and residential environments and that support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- A.24. Paragraph 102 supports access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and paragraph 104 seeks to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

### **Facilitating the sustainable use of minerals**

- A.25. Paragraph 218 states that local planning authorities should not normally permit other development proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working.

### **National Policy Statement for Water Resources Infrastructure**

- A.26. The National Policy Statement for Water Resources Infrastructure (NPS) sets out the need and government's policies for the development of nationally significant infrastructure projects (NSIPs) relevant to water resources in England. It will help to ensure that where nationally significant water resources infrastructure is needed, it can be delivered in a timely manner to a high standard. The National Policy Statement for Water Resources Infrastructure published by DEFRA was adopted on 17th April 2023. Whilst the Scheme is not an NSIP, and therefore does not need to adhere explicitly to the NPS, it remains a material consideration.
- A.27. Section 3 of the NPS sets out the general criteria for the assessment of NSIPs principles namely relating to the design, environmental, health, safety and security aspects of a scheme. Section 4 focuses on the potential construction and operational impacts of water resources infrastructure, the assessments that an applicant will need to carry out, and the specific planning requirements that the applicant will need to meet, in order to gain development consent. Of relevance to the Scheme, the following should be considered:
- A.28. Environmental net gain - Water resource infrastructure projects have the potential to deliver significant benefits and enhancements, resulting in environmental net gains.
- A.29. Criteria for 'good design' for water resources infrastructure - good design is a key aspect of sustainable development, creates better places and helps make infrastructure projects acceptable to communities. Applicants should provide sufficient information in its application to demonstrate how the design process was conducted (including stakeholder engagement) and how the proposed design evolved.
- A.30. Climate change adaption – regard should be had to the desirability of mitigating, and adapting to, climate change. New water resources infrastructure will typically be a long-term investment which will need to remain operational over many decades. Consequently, the applicant must consider the impacts of climate change at design, build and operational stages.
- A.31. Health - The construction and use of water resources infrastructure has the potential to affect people's health, wellbeing and quality of life. New or enhanced water resources infrastructure may also have indirect health impacts through improvements in access, opportunities for cycling and walking, or the use of open space for recreation and physical activity.
- A.32. Paragraph 2.6.5 highlights that Reservoirs can have benefits other than helping to secure a more resilient water supply and protect the environment. They can enhance the environment and the wildlife that exist in it by providing new habitats and nesting and breeding grounds for birds.

Recreational and wellbeing benefits can also be achieved and in some cases, they can also provide resilience to downstream flood events and can play a potential role in water trading by supporting water transfer schemes.

## **The Development Plan**

- A.33. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that "If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".
- A.34. The pipeline lies within the boundaries HBC:
- In terms of this planning application, the current Development Plan comprises of:
  - Havant Local Plan Core Strategy, March 2011
  - Havant Local Plan Allocations, July 2014
  - Hampshire Minerals and Waste Plan October 2013
  - Hampshire County Council Minerals and Waste Safeguarding SPD
  - Hampshire County Council Local Transport Plan, 2011-2031

## **Local Planning Policy**

### **Havant Borough Council Adopted Local Plan Core Strategy**

- A.35. The HBC Local Plan Core Strategy was adopted March 2011. The Core Strategy sets out the planning framework for the area until 2026 and provides strategic core policies and development management policies.
- A.36. The 2026 vision for Havant Borough notes the Havant Thicket Reservoir is a major development in the Leigh Park area, which is important for both water supply and leisure, with regeneration opportunities to be explored. Key policies from the HBC Core Strategy relevant to the Scheme include:
- CS1 Health and Wellbeing
  - CS5 Tourism
  - CS6 Regeneration of the Borough
  - CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough
  - CS13 Green Infrastructure
  - CS15 Flood and erosion risk
  - CS16 High Quality design
  - CS18 Strategic Site Delivery
  - CS19 Effective Provision of Infrastructure
  - CS20 Transport and Access Strategy
  - DM1 Recreation and Open Space
  - DM8 Conservation, Protection and Enhancement of Existing Natural Features
  - DM10: Pollution
  - DM12 Mitigation the Impacts of Travel
  - DM14 Car and Cycle Parking on Development (excluding residential)

- A.37. Policy CS1 seeks to safeguard open spaces and planning permission will be granted for green infrastructure and recreation benefits such as water-based recreation, walking and cycling including the creation and improvement of existing linkages within the Borough.
- A.38. Paragraph 2.28 states that improvements to cycle and pedestrian routes along the stream corridors are important for strengthening the strategic links with the Solent, Staunton Country Park and Havant Thicket. A route could be considered along Riders Lane Stream to connect the Hermitage Stream with the proposed Havant Thicket Reservoir Strategic Site. The route along the Hermitage Stream also
- A.39. Specific to the development of a reservoir at Havant Thicket, paragraph 2.29 suggests that “in the longer term the development of a reservoir at Havant Thicket adjoining Staunton Country Park will enable the extension of a network of paths for cycling (and walking) to be provided” and that “the Havant Thicket proposal can contribute to reducing pressure on sensitive landscapes and areas of nature conservation importance along the coast”.
- A.40. Policy CS5 Tourism notes in paragraph 3.58 that “the inclusion of leisure and recreation facilities at Havant Thicket, in conjunction with the new reservoir, is a major opportunity which will be given policy support. Its development as a sustainable alternative natural greenspace would help reduce pressure on the protected harbours”.
- A.41. Within Policy CS6 Regeneration of the Borough, paragraph 4.10 notes that “Havant Thicket Reservoir will provide a range of benefits including recreation, learning and a new location adjacent to Leigh Park, offering opportunities for an improved quality of life and links through the area along improved stream corridor paths”.
- A.42. Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough seeks to protect and where possible enhances the borough’s statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest, including Sites of Importance for Nature Conservation (SINC) and Historic Parks and Gardens. Protection and enhancement will be achieved by appropriate adaptation and mitigation measures and the creation of new habitats, water bodies/courses planting of new trees and woodland. Policy CS11 also seeks to protect and where possible enhance 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.
- A.43. Policy CS13 Green Infrastructure seeks to encourage development that maintains and enhances green infrastructure.
- A.44. Policy CS15 Flood and Coastal Erosion Risk seeks to ensure that development is permitted only where it meets the sequential and exception test (where required) in relation to PPS25, a site specific FRA demonstrates that the development will be safe without increasing flood risk elsewhere and where possible, reduced flood risk overall. All development will be required to ensure that there is no net increase in surface water run off and consideration should be given to incorporating Sustainable Drainage Systems (SuDS)
- A.45. Policy CS16 High Quality Design is relevant to the buildings proposed in the Scheme, in particular the visitor centre. Policy CS16 requires high standard design, which helps to create places where people want to live, work and relax, that responds to draws inspiration from and respects local context, that mitigates negative environmental impacts through sustainable design and construction methods and adapts to the changing needs of the users and the changing climate over the lifespan of the building.
- A.46. Policy CS18 Strategic Site Delivery notes the Havant Thicket Reservoir as a Strategic Site. The Scheme is key infrastructure to ensure water supply in South Hampshire and will require a code of construction practice to mitigate its impacts as part of a formal planning application. The policy notes there is major leisure and recreation potential that will complement Staunton Country Park and have health and well-being benefits. The policy includes construction of a new junction on the B2149 to provide the main access and parking for 125 cars plus cycle and pedestrian paths and renewable energy infrastructure. The Scheme’s development requirements from this policy are:
- a) *The development must be sustainable, fully-maintained and cost-effective and deliver environmental and community benefits*

- b) *The use of the reservoir for recreation should complement existing provision in the borough and become an attraction for local communities*
- c) *The use of the water should be limited to supervised, water-based activities such as canoeing and kayaking*
- d) *The reservoir should provide additional leisure opportunities which complement existing provision in the borough and help attract more day visitors to Staunton Country Park*
- e) *Recreational provision should be appropriate to the countryside location and should not include any motorised activities*
- f) *Green infrastructure links between the rest of Leigh Park and Dunsbury Hill Farm will be enhanced*
- g) *Construction traffic should be minimised in Leigh Park, Rowlands Castle and other residential areas*
- h) *Public vehicular traffic should be restricted within the site and confined to the vicinity of the main access*
- i) *Vehicular access is expected from the B2149 outside the borough*
- j) *Recreation provision should include a network of paths for walking, cycling and horse-riding and the potential for links with the Riders Lane and Hermitage Stream Corridors should be considered*
- k) *Access and the surfacing of paths should take account of the needs of all*
- l) *Natural and rural character should be conserved in particular by limiting impacts on biodiversity including the creation of additional habitats; compensating for the loss of, and effects on, sites of importance for nature conservation, the listed park and conservation area; enhancing adjacent sites of importance for nature conservation; ensuring that the pipeline avoids Great Copse, which should be protected during construction; integrating the reservoir and the new landscape with the historic landscape of the Sir George Staunton Conservation Area and existing woodland; minimising the loss of ancient woodland and trees*
- m) *The potential impacts on the Langstone and Chichester Harbours as well as the Hermitage Stream should be minimised in terms of ecology, water quality and flow effects*
- n) *Opportunities for biodiversity enhancements associated with the reservoir and the Hermitage Stream should be realised wherever possible*
- o) *The risk of flooding during storm events should be fully assessed in a flood risk assessment and mitigation put in place to minimise all risks*
- p) *The proposal should realise the potential for renewable energy dependent on nature conservation and other site constraints*
- q) *Regeneration opportunities arising from the new pipe works between the reservoir and the water works must enhance the habitats, recreation opportunities and cycle and pedestrian accessibility along the stream corridors.*

A.47. Policy CS19 Effective Provision of Infrastructure protects the Havant Thicket site for the use as a reservoir, as such the principle of the development is acceptable, subject to its details. Policy CS19 Effective Provision of Infrastructure states that development will be permitted where:

- a) *It ensures that it makes the most effective use of existing infrastructure, including opportunities for co-location of facilities.*
- b) *It ensures that if there is a proven need for additional infrastructure, a programme of delivery has been agreed with the relevant infrastructure provider that coordinates contributions from the development with other investment streams before development begins.*
- c) *A programme of delivery of improved or new infrastructure needs to be agreed; the nature, scale and phasing of any infrastructure will be commensurate with the form of the development and its potential impact upon the surrounding area.*

- d) *A programme of delivery of improved or new infrastructure is agreed so that the facilities being provided are accessible by a range of transport modes and meet the needs of the borough's community.*
- e) *It promotes the creative multifunctional use of existing and proposed facilities.*
- f) *It ensures that new infrastructure supports the local economy.*
- g) *It ensures that decisions on the provision of infrastructure are taken on the basis of whole-life costing.*
- h) *It safeguards the requirements of infrastructure providers, in particular relating to bus corridor enhancements, telecommunications equipment (particularly high speed broadband), electricity power lines, high pressure gas mains, educational facilities, particularly those due for improvement under Building Schools for the Future, health facilities at Oak Park\*, flood protection measures, aquifer protection areas, a winter storage reservoir at Havant Thicket\*, additional water treatment infrastructure at Kingscroft Farm\* and Bedhampton Springs\* in Bedhampton and waste water treatment works at Budds Farm\*.*
- i) *It does not result in the loss of flood protection, education, health, social and other publicly-provided community buildings, structures or services, except where it is part of a service provider's plans to provide improved local services in equally accessible locations.*
- j) *\* as shown on the Proposals Map*

- A.48. Policy CS20 Transport and Access Strategy states that development will be permitted that does not increase congestion and promotes better use of existing transport networks and maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate. Improvements in highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park is supported.
- A.49. Policy DM1 Recreation and Open Space states that development on playing fields will only be permitted subject to appropriate compensatory provision will be provided locally, it should be of the same type that has been lost to development or be of the same or improved quality and quantity and address an identified need.
- A.50. Policy DM28 Conservation, Protection and Enhancement of Existing Natural Features states "that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:
- a) *Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.*
  - b) *Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.*
  - c) *Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.*
  - d) *Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough".*
- A.51. In relation to air quality, Policy DM10 Pollution states:
- "Development that may cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants will only be permitted where all of the following relevant criteria can be met:
- e) *The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.*
  - f) *National air quality standards or objectives would not be breached.*
  - g) *The water environment would not be detrimentally affected.*

- h) *It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources.*
- i) *External lighting is of the minimum level of illumination and duration required for security and operational purposes.*
- j) *External lighting would not interfere with safe navigation in either Chichester or Langstone Harbours and other coastal locations”.*

A.52. Policy DM12 requires new developments to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change.

A.53. Policy DM14 Car and Cycle Parking on Development (excluding residential) states that “development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use”.

### **HBC Adopted Local Plan Allocations**

A.54. The Havant Borough Council Local Plan Allocations adopted July 2014. The Havant Borough Local Plan (Allocations) follows on from the adopted Havant Borough Local Plan (Core Strategy).

A.55. Together these plans provide the Borough with up-to-date policies to encourage investment in new jobs, provide enough land for new homes and protect its special environment. The Key policies pertinent to the Scheme are:

- AL6 Havant Thicket Reservoir Pipeline Route
- AL7: Hermitage Stream
- DM20 Historic Assets
- LP2 Leigh Park Housing Allocations (Garage Courts/Parking Areas)
- L83 – Riders Lane Allotments – Mixed use housing and replacement allotments

A.56. Policy AL6 Havant Thicket Reservoir Pipeline supports the inclusion of a new pipeline in association with the Scheme, plus states that “Development proposals will not be permitted in the pipeline route buffer zone, where it could prevent the future delivery of the pipeline”.

A.57. Policy AL7 refers specifically to Hermitage Stream which is in the boundary of the Scheme. It states that planning permission will be granted for development proposals that positively contribute to the improvement of the Hermitage Stream.

A.58. Policy DM20 Historic Assets seeks to conserve and enhance the historic assets of Havant Borough and requires a Heritage Statement to be submitted.

A.59. Policy LP2 - Leigh Park allocations allocated site that are former Garage Courts/Parking areas for residential development. This proposed scheme will be located within allocation L137 – Parking area off High Lawn Way, which is owned by Portsmouth City Council (PCC). Discussions are underway with PCC to ensure that the development can be undertaken, and not sterilise the site, but having due regard to the shaft location would need to be accessible for maintenance purposes.

A.60. Policy L83 – Riders Lane Allotments – Mixed use housing and replacement allotments. The proposed pipeline route corridor would be located at the far western part of this allocation on its boundary with the Hermitage Stream. The pipeline corridor at this point does not contain any shaft points and would not sterilise or have any adverse impacts on future development of this site.

### **Hampshire Minerals and Waste Plan October 2013**

A.61. The Hampshire Minerals and Waste Plan (HMWP) by Hampshire County Council, Portsmouth City Council, Southampton City Council, the New Forest National Park Authority and the South Downs National Park Authority (the 'Hampshire Authorities'), seeks to manage minerals and waste effectively to 2030. This includes using waste material that cannot be reused or recycled as a renewable energy resource in homes and businesses.

- A.62. A review of the Plan indicates the presence of a brick clay resource within the footprint of the site and designation as a Minerals Safeguarding Area (MSA). There is also a Mineral Consultation Area (MCA) to the north of the site for oil extraction (Site Code EH067) for oil extraction at Rowlands Castle. IGas Energy Ltd has an extant planning consent to January 2020.
- A.63. As minerals can only be worked where they are found, it is important to 'safeguard' viable mineral resources to secure a future long term supply of minerals. Minerals Planning Authorities (MPA) are required to identify and define Mineral Safeguarding Areas (MSAs) in order that resources are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked, and where appropriate regeneration can be facilitated (NPPF, para 216). Policy 15 of the Plan aims to safeguard Hampshire's mineral resources, including brick-clay resource, against sterilisation by non-minerals development, unless 'prior extraction' takes place.
- A.64. Policy 15 states that: "Development without the prior extraction of mineral resources in the Mineral Safeguarding Area may be permitted if:
- a) *it can be demonstrated that the sterilisation of mineral resources will not occur; or*
  - b) *it would be inappropriate to extract mineral resources at that location, with regards to the other policies in the Plan; or*
  - c) *the development would not pose a serious hindrance to mineral development in the vicinity; or*
  - d) *the merits of the development outweigh the safeguarding of the mineral".*
- A.65. The HTR scheme would need to comply with Policy 15. It is likely Policy 15(b) would apply as a reservoir in this location is also safeguarded through Policy CS18 or (d) the merits of the HTR scheme may outweigh the safeguarding of the mineral. Discussions with Hampshire County Council will be undertaken.
- A.66. Policy 16: Safeguarding - minerals infrastructure is also of relevance as there is an existing oil extraction to the northeast of the site. Policy 16 states that *"the Hampshire Authorities will object to incompatible development unless it can be demonstrated that"*:
- a) *the merits of the development clearly outweigh the need for safeguarding; or*
  - b) *the infrastructure is no longer needed; or*
  - c) *the capacity of the infrastructure can be relocated or provided elsewhere. In such instances, alternative capacity should:*
    - i. *meet the provisions of the Plan, that this alternative capacity is deliverable; and*
    - ii. *be appropriately and sustainably located; and*
    - iii. *conform to the relevant environmental and community protection policies in this Plan; or*
    - iv. *the proposed development is part of a wider programme of reinvestment in the delivery of enhanced capacity for minerals supply.*
- A.67. Whilst the Scheme is not directly affected by Policy 16, Hampshire County Council may comment on this project with regard to Policy 16 when consulted on the planning application.

## Hampshire County Council Minerals and Waste Safeguarding SPD

- A.68. The minerals and waste safeguarding Supplementary Planning Document (SPD) provides guidance on what minerals and waste safeguarding is and how to implement the policy. It aims to improve how Hampshire Authorities work with other local authorities, developers and other interested parties on this issue. Section 3 provides guidance on safeguarding and the preparation of planning applications for non-mineral-or-waste uses and provides guidance to developers of non-mineral uses. Where non-minerals development is proposed, the suitability and viability of extraction of known mineral resources in that location needs to be considered in any planning applications.

- A.69. Any proposals for non-minerals development falling within an MWCA and likely to impact mineral resources must be accompanied by a proportionate assessment of the nature and extent of the mineral resource that may be present and the potential for its extraction.
- A.70. With regard to Policy I5 of the HWMP (Safeguarding - mineral resources) which sets out criteria where development without the prior extraction of the mineral resources in the MWCA may be permitted. In situations where a LPA is minded to approve a non-minerals development in the Hampshire MWCA that would lead to the sterilisation of a resource, the Hampshire Authorities will encourage and support the prior extraction of the resource, either before or as part of the development, wherever this is practicable.
- A.71. There are buffer zones in place for MSA and MCAs, which are applied in order to account for the indicative nature of the mineral resource mapping and for impacts that may arise from developments that are near (but not immediately adjacent to) minerals or waste infrastructure. The buffer zones are as follows:
- 250 metres around safeguarded mineral resources;
  - 250 metres around minerals and waste infrastructure in rural areas; and
  - 100 metres around minerals and waste infrastructure in urban areas (and including areas directly opposite sites where the sites are adjacent to a water body.)
- A.72. The SPD recommends that developers enter into pre-application discussions with the MPA in order to discuss the timing of any workings, incorporate sustainable mineral use in the design of a development and/or adapt the design of the development in order to mitigate effects on safeguarded sites. Consideration of safeguarding issues at the pre-application stage helps speed up the planning application process and reduces the likelihood of the MWPA recommending to the LPA that the planning application is refused.
- A.73. Consultation with MPA is required where the proposal:
- "overlies mineral resource (as indicated by the MWCA) and has a total proposal area of over 3 hectares (ha); OR
  - is within or adjacent to an existing mineral or waste site (as indicated by the MWCA); OR
  - is within or adjacent to a safeguarded or allocated mineral or waste site (as indicated by the MWCA)".

## **Hampshire Local Transport Plan 2011-2031**

- A.74. The Hampshire Local Transport Plan 2011-2031 (LTP) outlines how HCC will enable 'safe, efficient and reliable ways to get around a prospering and sustainable Hampshire' over the next 20 years'. Of particular note, Chapter seven of the LTP provides a joint strategy for 'South Hampshire', incorporating Hampshire County Council (HCC), Portsmouth City Council (PCC) and Southampton City Council (SCC).
- A.75. It outlines that the vision South Hampshire is to create: 'a resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and the environment'. Within the strategy seven outcomes have been developed, which are:
- Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling;
  - Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel and how;
  - Improved journey time reliability for all modes;
  - Improved road safety within the sub-region;
  - Improved accessibility within and beyond the sub-region;
  - Improved air quality and environment, and reduced greenhouse gas emissions; and
  - Promoting a higher quality of life.

## South Downs National Park (SDNP) Local Plan

- A.76. The South Downs Local Plan was formally adopted by the South Downs National Park Authority on 2 July 2019. The Local Plan is part of the statutory development plan for the whole National Park, along with the minerals and waste plans and 'made' (adopted) Neighbourhood Development Plans (NDP). It sets out how we will manage development over the period 2014 to 2033.
- A.77. Paragraph 4.11 of the South Downs Local Plan refers to development outside, which may have a potential impact on the setting of, the National Park and states that the "National Park Authority will work positively and in partnership with other local authorities to ensure that development outside of the National Park does not have a detrimental impact on its setting or otherwise prejudice the achievement of the National Park purposes. Section 62 of the Environment Act 1995 requires all relevant authorities, including statutory undertakers and other public bodies, to have regard to these purposes".
- A.78. Relevant policies in the SDNP are:
- Strategic Policy SD4: Landscape Character
  - Strategic Policy SD5: Design
  - Strategic Policy SD6: Safeguarding Views

# AtkinsRéalis



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