

To:
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For: Portsmouth Water

**The Town and Country Planning (Development Management Procedure) (England) Order
2015
Grant of Planning Permission**

Application Number: APP/24/00405

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

Proposal: Hybrid application seeking: 1) Full permission for development of new pipelines to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer, comprising: construction of two predominantly underground pipes in tunnels linking the reservoir with the existing pumping station at Bedhampton with associated infrastructure including: emergency drawdown discharge structure at Hermitage Stream; construction of eight access shafts; washout and air valve chambers (typically below ground), new plant at Bedhampton Pumping Station, modifications to Bedhampton 2 operational building and permanent diversion of Footpath 34 at Bedhampton Pumping Station.

2) Outline application for an associated underground cross-connection chamber and above ground kiosk at the reservoir site with vehicular accesses for maintenance; and upgrades to existing culverts close to shafts five, six and eight to manage flood risk (amended description 6th March 2025). An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Further to your application received on 4 June 2024 (which was valid from 17 June 2024) Havant Borough Council, as Local Planning Authority, **Grants Planning Permission** for the above proposal in accordance with the submitted plans and particulars as detailed below.

This permission is subject to compliance with:

- (i) The plans and other documents submitted with regard to your application; and
- (ii) The following conditions:

Conditions:

1	Time Limit The development must be begun not later than three years beginning with the date of this permission. The “development” to be defined as the detailed part of the hybrid permission and where no matters are reserved. <u>Reason:</u> To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.																						
2	Details of Reserved Matters No part of the development hereby approved in outline (culverts; underground cross-connection chamber and above ground kiosk at the reservoir site and vehicular accesses for maintenance) shall be commenced, (all be commenced, except for site clearance, set up and remediation works, and ground investigations), until applications for written approval of the details of the access, layout, scale and appearance of the development, and the landscaping of the site (herein after called "the reserved matters") have been submitted to and approved by the Local Planning Authority. Application(s) for approval of the matters reserved by this planning permission must be made not later than the expiration of 5 years from the date of this decision notice; and Development must be begun not later than the expiration of 2 years from the final approval of reserved matters for the relevant phase, or, in the case of approval on different dates, the approval of the last such matter to be approved. <u>Reason:</u> The application was submitted as part outline part full application in accordance with the provisions of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and in accordance with the provisions of Section 92 of the Town and Country Planning Act, 1990.																						
3	Approved Drawing Numbers The development hereby permitted shall be carried out in accordance with the approved plans and documents listed below: <u>Drawing Numbers:</u> <table border="1" data-bbox="256 1346 1410 2045"> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-0142 Rev: C03</td><td>Scheme Setting</td></tr> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-0143 Rev: C03</td><td>Site Location Plan</td></tr> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-186 Rev: C01</td><td>Redline Boundary</td></tr> <tr> <td>HTR-ATK-ZZ-ZZ-GS-Z-0201 Rev: C01</td><td>Existing Site Plans</td></tr> <tr> <td>HTR-WAB-PI-BD-DR-T-0001 Rev: P02</td><td>P0 BD DUAL PIPELINE PLAN AND LONGSECTION</td></tr> <tr> <td>HTR-WAB-PI-P1-DR-T-0001 Rev: P03</td><td>P1 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P2-DR-T-0001 Rev: P04</td><td>P2 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P3-DR-T-0001 Rev: P02</td><td>P3 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P4-DR-T-0001 Rev: P03</td><td>P4 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P5-DR-T-0001 Rev:P03</td><td>P5 DUAL PIPELINE P AND LS</td></tr> <tr> <td>HTR-WAB-PI-P6-DR-T-0001 Rev: P03</td><td>P6 DUAL PIPELINE P AND LS</td></tr> </table>	HTR-ATK-ZZ-ZZ-GS-Z-0142 Rev: C03	Scheme Setting	HTR-ATK-ZZ-ZZ-GS-Z-0143 Rev: C03	Site Location Plan	HTR-ATK-ZZ-ZZ-GS-Z-186 Rev: C01	Redline Boundary	HTR-ATK-ZZ-ZZ-GS-Z-0201 Rev: C01	Existing Site Plans	HTR-WAB-PI-BD-DR-T-0001 Rev: P02	P0 BD DUAL PIPELINE PLAN AND LONGSECTION	HTR-WAB-PI-P1-DR-T-0001 Rev: P03	P1 DUAL PIPELINE P AND LS	HTR-WAB-PI-P2-DR-T-0001 Rev: P04	P2 DUAL PIPELINE P AND LS	HTR-WAB-PI-P3-DR-T-0001 Rev: P02	P3 DUAL PIPELINE P AND LS	HTR-WAB-PI-P4-DR-T-0001 Rev: P03	P4 DUAL PIPELINE P AND LS	HTR-WAB-PI-P5-DR-T-0001 Rev:P03	P5 DUAL PIPELINE P AND LS	HTR-WAB-PI-P6-DR-T-0001 Rev: P03	P6 DUAL PIPELINE P AND LS
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HTR-GHD-RZ-RE-DR-C-0005 Rev: P02	Reservoir - Air Valve, Washout Scour, Tranless Pipe Details
HTR-BRD-PS-BP-DR-M-1011 Rev: P06	Bedhampton MCC Kiosk and Generator Elevations
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HTR-WAB-PI-ZZ-DR-T-0007 Rev: P01	TYPICAL WASHOUT TO STREAM DETAIL
HTR-WAB-PI-ZZ-DR-W-0006 Rev: P06	PIPELINE CROSS SECTION DETAILS
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<u>Documents</u> ▪ Planning Statement including Statement of Community Involvement ▪ Revised Environmental Statement May 2024 (Volumes 1 - 4) including Revised Non ▪ Technical Summary ▪ Phasing Plan - HTR-WAB-PI-ZZ-PL-W-0006_P02 (covering whole scheme) Construction Method Statements - Main Pipeline HTR-WAB-PI-ZZ-MS-W-0001_P03 and Reservoir Site - HTR-FUW-RZ-RE-MS-W-0547_v1. ▪ Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) HTR-WAB-PI-ZZ-TN-W-0006_P03 (supersedes the original Main Pipeline Works CTMP dated 22/05/2024)	

	▪ Construction Workers Travel Plan (CWTP) (excluding reservoir site) Main Pipeline, Ref HTR-WAB-PI-ZZ-PL-W-0002 P06 (Updated as an Annex to Approved Travel Plan as requested by HCC) ▪ Construction Workers Travel Plan (CWTP) reservoir site HTR-FUW-ZZ-ZZ-PL-W-0549_v1 ▪ Noise and Vibration Assessment and Management Plans (NVMP) Main pipeline: HTR-WAB-PI-ZZ-PL-W-0005_P04 and Reservoir site HTR-FUW-RZ-ZZ-PL-W-0551_v1 ▪ Detailed Construction Environmental Management Plans (CEMP) Pipeline: HTR-WAB-PI-XX-HS-W-0006_P09 and Reservoir HTR-FUW-RZ-ZZ-PL-W-0551_v1 ▪ Emergency Flood Plan (excluding reservoir site) HTR-WAB-PI-ZZ-PL-W-0004_P03 ▪ Flood Risk and Drainage Plan (reservoir site) HTR-FUW-ZZ-ZZ-PL-W-0550 ▪ Biosecurity Management Plan HTR-WAB-PI-XX-HS-W-0003_rev010 ▪ Written Scheme of Investigation for Main Pipeline HTR-MLA-ZZ-ZZ-RP-W-0001 Rev 6 ▪ Skills, Employment and Education Plan HTR-WAB-PI-ZZ-RP-Z-0001_S4-P05 ▪ Revised Written scheme of investigation for Archaeological Monitoring – Main Pipeline Works Issue 6 dated 15th October 2024. ▪ Noise & Vibration Management Plan dated 15th October 2024 (HTR-WAB-PI-ZZ-PL-W0005 S4-P04). Reservoir site HTR-FUW-RZ-RE-PL-W-0548_rev1 ▪ Technical Note Route P2 (HTR-WAB-PI-P2-TN-W-0002_P2 Alignment S4. P03 - Hooks Farm Way Playing Fields) ▪ Updated Dormice Survey Report Dec 2024 ▪ Updated Bat Survey Report Dec 2024 ▪ Transport Assessment supplementary briefing note, January 2025 (additional document) ▪ Appendix A9.18 Revised Pipeline Arboricultural Impact Assessment, February 2025 (supersedes the original Appendix A9.18 dated 24/05/2024) ▪ Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) Reference HTR-WAB-PI-ZZ-TN-W-0006_Highways Work Areas Summary (supersedes the original Main Pipeline Works CTMP dated 22/05/2024) ▪ Construction Workers Travel Plan - Main Pipeline HTR-WAB-PI-ZZPL-W-0002 Rev P06 (Update as Annex to Approved CWTP as requested by Highways) <u>Reason:</u> For the avoidance of doubt and in the interests of proper planning
4	Construction Environmental Management Plan (CEMP) (1) The development hereby permitted shall be carried out in accordance with the approved Construction Environmental Management Plan HTR-WAB-PI-XX-HS-W-0006 S4-P09 dated May 2024 and Reservoir CEMP HTR-FUW-RZ-ZZ-PL-W-XXXX dated 1st March 2024. No variation shall be made without the prior written approval of the Local Planning Authority. Approval will not be given if, in the reasonable opinion of the Local Planning Authority, the proposed variation creates new environmental impacts which exceed the range or scale of those measured and assessed in the Environmental Statement (including the further information) and which the Local Planning Authority considers may require further or additional mitigation measures. (2) Within four (4) weeks of the completion of each major phase or work area, a Phase Completion Environmental Report shall be submitted to the Local Planning Authority for review. This report shall include: • An evaluation of the effectiveness of the Construction Environmental Management Plan (CEMP) implementation for that phase;

	• Identify any significant environmental incidents or breaches and how they were addressed; • Summarise engagement with the community, including the nature of any complaints or concerns raised and how these were resolved; and • Highlight key lessons learned during the phase and recommendations for improvements to inform and enhance the CEMP for subsequent phases. <u>Reason:</u> To ensure that the construction process is carried out in a manner which will minimise disturbance, pollution & nuisance to neighbouring properties or within the public realm. To avoid inappropriate parking practices and turning and manoeuvring of construction vehicles which adversely impact either the use- or safety- of the public highway. This condition is imposed having due regard to policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
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Noise and Vibration and Re Housing

- (A) The development hereby approved shall be carried out in accordance with the approved Noise & Vibration Management Plan – HTR-WAB-PI-ZZ-PL-W-0005-S4-P04 and Reservoir Noise & Vibration Management Plan.
- (B) Prior to the commencement of any phase of development a scheme for the installation of noise insulation or the reasonable costs thereof, or a scheme to facilitate temporary rehousing of occupants, as appropriate, will be implemented by the developer, shall be submitted to and approved in writing to the Local Planning Authority.
- (C) The scheme shall include provision for the notification of affected parties. Noise insulation or the reasonable cost thereof will be offered by the developer to owners, where applied for by owners or occupiers, if either of the following apply to property lawfully occupied as a permanent dwelling:
- where the predicted noise level exceeds the noise insulation trigger level, as presented in Table E.2* for the corresponding times of day; or
 - where the total noise (pre-construction ambient plus construction noise) is 5 dB above the existing airborne noise level for the corresponding times of day, whichever is the higher; and
 - for a period of 10 or more days of working in any 15 consecutive days or for a total of days exceeding 40 in any 6-month period.
- (D) Temporary rehousing, or the reasonable costs thereof, will be provided by the developer, where applied for by legal occupiers, where the construction of the development causes, or is expected to cause, construction noise levels (pre-construction ambient plus construction noise) to exceed which is the higher of either:
- i. 10 dB above any noise levels in Table E.2*; or
 - ii. 10 dB above the existing ambient noise level for the corresponding time of day, whichever is the higher; and
 - iii. for a period of 10 or more days of working in any 15 consecutive days or for a total number of days exceeding 40 in any 6-month period.
- (*Refer to British Standard 5228-1:2009+A1:2014 (Code of practice for noise and vibration control on construction and open site – Noise)
- (E) The scheme shall include provisions which are to be made for non-residential buildings where the occupants are likely to be particularly sensitive to noise (including educational establishments), subject to individual consideration by the developer upon application by the affected party.

Reasons: In the interests of the amenities of local residents and to safeguard the health and well-being of residents and other land users during construction. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

6	Community Liaison Plan No development shall take place until a Community Liaison Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The Community Liaison Plan shall include, but not be limited to: i. A designated community liaison officer to act as the primary contact for local residents and businesses throughout the construction period. ii. A communication strategy, including details of how the local community will be informed about the construction schedule, significant works, and any expected disruptions (e.g., noise, vibration, traffic management). iii. A regular consultation process with residents and businesses to address concerns, including a minimum of quarterly public meetings or newsletters throughout the duration of the works. iv. A complaint handling procedure to ensure that any concerns raised by the community are logged, investigated and addressed in a timely manner. This shall include a mechanism for escalation to the Local Planning Authority if necessary. v. A system for providing advance notice to local residents and businesses of any major construction activities, such as night-time working or road closures, with appropriate lead time (e.g., a minimum of 7 days). vi. A feedback mechanism to report back to the community about actions taken in response to concerns raised. The approved Community Liaison Plan shall be implemented in full throughout the construction period. <u>Reason:</u> In the interests of the amenities of local residents. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
7	Archaeology The development hereby approved shall be carried in accordance with the details set out within the Pipeline Archaeology Management Plan (AMP) – Appendix A8.7 in the Environmental Statement and the Written Scheme of Investigation (WSI), produced by MOLA dated 15th October 2024, unless otherwise agreed in writing by the Local Planning Authority. <u>Reason:</u> To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations in accordance with the NPPF.
8	Surface Water Drainage (SUDS) & Drainage Management No development shall commence within a Phase until a detailed surface water drainage scheme for that Phase, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. <u>Reason:</u> To ensure a sustainable drainage system is implemented to manage the increased risk of flooding, to improve and protect water quality and improve habitat and amenity.

9	Ecological Clerk of Works and Updated Surveys An Ecological Clerk of Works (ECoW) shall be appointed, to be full time on site during site preparation and clearance and during any works in sensitive areas, and to undertake regular monitoring visits throughout the construction programme. The ECoW shall also assess the need for and arrange the completion of updating surveys for protected and notable species (including nesting birds, reptiles, Badger, Otter and Water Vole) as appropriate. The results of any updating surveys shall be provided in writing to the Local Planning Authority upon completion. <u>Reason:</u> To protect and enhance biodiversity in accordance with the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, the Environment Act 23021, NERC Act 2006, NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.
10	Tree Protection Measures The development hereby permitted shall only be carried out in accordance with the Arboricultural Impact Appraisal and Preliminary Arboricultural Method Statement (Reference Appendix A9.18 Revised Pipeline Arboricultural Impact Assessment, February 2025 (Post submission update to record minor scheme changes) and British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations). The approved tree protection measures shall be implemented before any equipment, machinery, or materials are brought on to the site in connection with the works. They shall be retained intact for the duration of the construction works and shall only be removed or altered following completion of that phase unless otherwise agreed in writing by the Local Planning Authority. <u>Reason:</u> To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.
11	Public Right of Way No fencing shall be installed and any existing shall be removed and made good to the Heritage Stream side of the entire length of the proposed diversion route of Footpath Havant 34. The only exception being a suitable and high quality public safety barrier should it be considered necessary for public safety. Any such fencing shall be suitably maintained by the landowner/applicant and be approved by Hampshire Countryside Service. <u>Reason:</u> To provide a suitable level of protection and enhancement of the Public Rights of Way network, include public safety and security.
12	Public Right of Way The diversion shall be set out as shown on drawing Public Right of Way Diversion Plan, HTR-WAB-PI-BD-DR-T-0002 Rev P06, with a minimum surface width of 3m constructed to Design Standards and subject to inspection and approval by Hampshire Countryside Service and a minimum 'corridor' width of 3m. The build-up and finish of the 'sidings' to each side of the footpath surface shall be approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to commencement of works to the Public Rights of Way diversion. <u>Reason:</u> To ensure the quality of the proposed public highway diversion and its suitability to be dedicated by the Highway Authority.

13	Public Right of Way (PRoW) The proposed diversion of Footpath Havant 34 shall be open for public use prior to the permanent closure of the existing route it seeks to replace. Thereafter, public access along Footpath Havant 34 shall be maintained throughout the duration of construction and operation of the development hereby approved. <u>Reason:</u> To maintain the public right to pass and repass along public highway 34.
14	Public Right of Way (PRoW) Prior to commencement of the PRoW diversion works, the detailed specification of the proposed PRoW bridge shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Hampshire Countryside Service. The bridge shall have a minimum surface/usable width of 3m along its entire length. <u>Reason:</u> To ensure quality and design is suitable for dedication by the Highway Authority.
15	Playing Field Reinstatement No works on the playing field shall commence until a scheme for the removal of the works/compound and the reinstatement of the playing field land has been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The reinstatement scheme must be in accordance with the agronomist report (report titled: AI-HTR-WAB-PI-P2-RP-W-0001_HAVANT RUGBY CLUB AGRONOMY REPORT) and Sport England guidance "Natural Turf for Sport" (2011). The works/compound must be removed from the site within 3 months of completion of the works on the playing field. Within 3 months of, or in the first planting season following, the removal of the works/compound the playing field land must be reinstated in accordance with and comply with the approved reinstatement scheme and ensure a suitable timeframe for bedding in before use is commenced. <u>Reason:</u> To ensure the site is restored to a condition and be used for sports recreation in accordance with the NPPF and Sport England Advice.

16	Details of Culverts Reserved Matters No works to upgrade the culverts shall take place until a reserved matters application, submitted pursuant to Condition 2, has been approved in writing by the LPA. The reserved matters application shall include: A. Details of the culvert configuration and construction methodology. This detailed configuration should include assessment to ensure that the proposed works do not adversely affect fish passage, and where required/practical fish passage is improved. B. Information demonstrating how the new culverts interact with the up and downstream bed level of the Riders Lane Stream. C. Evidence that the culverts provide sufficient capacity to ensure that the emergency discharge flow from Havant Thicket Reservoir can be safely conveyed without increasing flood risk as demonstrated in the approved FRA and FRA addendum. D. Detailed site level information demonstrating that there will be no permanent raising of ground levels or above ground structures located within areas of flood zone 3, as specified on the Environment Agency's Flood Map for Planning (Rivers & Sea), unless satisfactory compensatory floodplain storage is provided. E. Details of the management and maintenance strategy for the structures. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed in writing by the Local Planning Authority. <u>Reason(s):</u> To reduce the risk of flooding to the proposed development and ensure flood risk off site is not increased because of the proposed development, to ensure the infrastructure is maintained throughout its lifetime, to ensure that there is no impact upon watercourses from the crossing infrastructure and that proposed culvert upgrades do not pose a risk to hydro morphology or ecology, specifically relating to fish passage, in accordance with the National Planning Policy Framework 2024. To ensure that there are no detrimental impacts to flood storage volumes and/or flood flow routes.
17	Risk of Flooding The development hereby permitted must be carried out in accordance with the approved plans (as set out in condition 3) to ensure the development will not increase the risk of flooding. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority. <u>Reason(s):</u> To ensure that there are no detrimental impacts to flood storage volumes and/or flood flow routes and to ensure that there is no impact upon watercourses from the crossing infrastructure.
18	Culvert and Pipeline Maintenance and Management Plan The operation of the development hereby permitted must not be commenced until such time as a long-term maintenance schedule for the proposed development, including but not limited to the proposed pipeline and culverts, has been submitted to, and approved in writing by, the local planning authority. <u>Reason:</u> To ensure infrastructure is maintained throughout its lifetime and does not increase flood risk.

19	Details of Contamination Reasonable vigilance for the presence of contamination and buried hazards shall be maintained during all groundwork. In the event that any significant buried waste material, possible UXO or suspected contamination is encountered (e.g. significant made soils, or any obviously contaminated, stained, discoloured or odorous soil/groundwater); works in affected areas of the site shall cease until the Local Planning Authority has been notified of the discovery and a scheme to deal with the risks associated with the suspected contamination has been submitted to- and approved in writing by the Local Planning Authority. The scheme may take a proportionate approach to the degree of formality adopted and may comprise separate results / reports / statements as appropriate, but unless specifically excluded by agreement shall include: 1) Investigation in the vicinity of the suspect material, sufficient to characterise it's nature, likely extent & mobility, 2) An appropriate assessment of the risks & hazards posed to all receptors that may be affected, based upon 1), and; 3) Where potentially unacceptable risks are identified by 2), a Remediation / Risk Management Strategy that includes appropriately considered remedial objectives and clearly defined proposals for achieving these, having due regard to sustainability All investigation, assessments & other actions required by 1)-3) above (and B, below) shall be undertaken & documented by competent persons, and the findings presented in a written format. The scheme shall be implemented as approved. Prior to the commissioning of any relevant part of the permitted development, EITHER of the following shall be submitted to the Local Planning Authority; A) A written statement confirming that no suspected contamination was identified during development, OR; B) Documentation in accordance with 1) & 2) above; together with a Verification Report (where appropriate) which demonstrates that the agreed remediation objectives (3)) have been met. Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. <u>Reason:</u> To comply with Policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 187, 196 & 197 of the National Planning Policy Framework 2024.
20	Pollution Management and Mitigation Plan Prior to each Phase of the development a suitable Pollution Management and Mitigation Plan shall be provided demonstrating that the risk to controlled waters will be appropriately managed. This should be submitted to, and approved in writing by, the Local Planning Authority <u>Reason:</u> To demonstrate that activities associated with the construction of the scheme will not pose pollution risks to ground or surface waters.

21	Biodiversity Net Gain (BNG) Unless otherwise approved in writing by the Local Planning Authority, a Biodiversity Net Gain Plan shall be prepared in accordance with the Environmental Statement Volume 4 – Appendices, Appendix 9 Biodiversity, Appendix 9.21 Biodiversity Net Gain (BNG) Assessment (AtkinsRealis) June 2024), the Statutory BNG Metric for Area and Hedgerow Habitats (Atkins Realis, 18 April 2024) and the Statutory BNG Metric for Watercourses (April 2024) and must include: 1. information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat; 2. the pre-development biodiversity value of the on-site habitat; 3. the post-development biodiversity value of the on-site habitat; 4. any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development; 5. any biodiversity credits purchased for the development; and 6. any such other matters as the Secretary of State may by regulations specify. <u>Reason:</u> To provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.
22	Landscape & Ecological Management Plan (LEMP) Prior to the commencement of development, a Landscape & Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall be in accordance with the ecological avoidance, mitigation, compensation and enhancement measures as detailed in the Havant Thicket Reservoir - Pipeline Planning Application Technical Note and Biodiversity Net Gain Statement (both Portsmouth Water, 19 February 2025) unless otherwise agreed in writing by the Local Planning Authority. It shall include, but not necessarily be restricted to: full details of all measures to avoid and mitigate the potential impacts of proposed development; full details of proposed habitat impacts and habitat creation, including location, area, composition, establishment and ongoing management, monitoring and responsibilities. The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reason:</u> To provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

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

25	Submission of Construction Traffic Management Plan (CTMP) Prior to commencement of any phase of development a full Construction Traffic Management Plan (CTMP) in accordance with the framework CTMP (reference HTR-ATK-XX-XX-RP-Z-0077 dated 31 March 2021 or as amended) and Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority). The CTMP should confirm site compound arrangements, access details, all works on the highway and any works in the PRow network, and reinstatement plans. <u>Reason:</u> To ensure the safe and efficient operation of the highway network and to safeguard residential amenity.
26	Submission of Updated Framework Construction Traffic Management Plan (fCTMP) Prior to the commencement of development an updated Framework Construction Traffic Management Plan (fCTMP) (which includes the Reservoir Site) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority). <u>Reason:</u> To ensure the safe and efficient operation of the highway network.

Noise and Vibration Monitoring

(1) Prior to the commencement of any noise and vibration intensive construction activities, including but not limited to shaft construction works, piling, compaction, tunnelling, open cut/trench works and heavy machinery operation, a noise and vibration monitoring regime shall be submitted to and approved in writing by the Local Planning Authority

(2) The approved noise and vibration monitoring regime shall be implemented prior to and during all noise and vibration intensive activities, the regime shall include:

Noise Monitoring

- i. Continuous real-time monitoring of construction noise levels ($L_{Aeq,T}$ and L_{AFmax}) at agreed receptor locations.
- ii. Noise alert thresholds set at agreed site noise limits, with instant notifications to the site manager for prompt decision making.
- iii. Implementation of appropriate mitigation actions in the event of any exceedances (e.g. dynamic adjustments to working methods)
- iv. Should the exceedance be of the red level threshold, Havant Borough Council would be notified in writing within 24 hours with details of the exceedance and any remedial actions taken.
- v. Weekly reporting to the Local Planning Authority summarising noise levels at each monitoring location, times and causes of any exceedance, construction activities happening at the time and the mitigation actions implemented and taken.

Vibration Monitoring

- i. Continuous real-time tri-axial vibration monitoring with remote data storage, analysis, and transmission capabilities at sensor locations agreed in writing with the LPA.
- ii. Peak Particle Velocity (PPV) vibration alert levels will be set in line with the limits agreed with the LPA, with instant notifications sent to the site manager to enable prompt decision-making.
- iii. Implementation of appropriate mitigation actions in the event of any exceedances
- iv. Should the exceedance be of the red level threshold, Havant Borough Council would be notified in writing within 24 hours with detail of the exceedance and any remedial actions taken.
- v. Weekly reporting to the Local Planning Authority summarising vibration levels recorded at each sensor location, times and causes of any exceedance, construction activities happening at the time and the mitigation actions taken and implemented.

The noise and vibration monitoring regime shall be maintained for the duration of all noise- and vibration-intensive construction activities.

Reason: To protect the amenity of neighbouring occupiers and to ensure prompt mitigation of potential adverse impacts from noise and vibration emissions. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

28	Details Inclusive Access and Disabled Parking Prior to any public use of any temporary footpaths and permanent footpath diversions, including the closure and reprovision of any disabled parking bays, details shall be submitted and approved in writing by the Local Planning Authority of a scheme indicating the provision to be made within that phase for people with disabilities. The agreed scheme shall be implemented before the footpath, diversions and parking concerned are brought into first use. <u>Reason:</u> In the interests of social inclusion and sustainable development.
29	Details of Lighting (Permanent and Temporary including construction) Prior to the installation of any external lighting and construction lighting, a lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the lighting specification, design measures to minimise light pollution, and any operational restrictions proposed (such as shielding or timers), with supporting plans and isolux diagrams, as necessary. All external lighting associated with construction activities shall be designed, positioned, directed, and operated to minimise light spill onto adjoining land and properties and to avoid unnecessary illumination of the night sky. The Strategy must include: i. Proposed specifications for external lighting. ii. Measures to prevent obtrusive light to residents and distraction of motorists. iii. Measures to minimise light pollution. iv. Appropriate energy efficiency technology v. Permanent lighting will comprise hooded luminaires directed away from vegetation, particularly the boundary hedgerows and treelines to avoid any light spill onto retained vegetation. vi. Lighting will follow good practice current at the time of detailed design. The lux level will be as low as possible to meet their purpose safely and effectively. The development shall be carried out in accordance with the approved Lighting Strategy and shall be retained and maintained as such thereafter. The lighting shall be operated in accordance with the approved strategy for the duration of the construction works The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reason:</u> In the interests of safety, visual and residential amenity and habitats and the environment. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

30	Control of Construction – Schools No Phase of the development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority i. That the construction of the open cut pipeline adjacent to school(s) is carried out only during the school summer holidays and the dates are to be agreed prior to any works commencing. ii. Details of noise attenuation methods adjacent to schools. iii. Details of dust suppression techniques and methods. iv. That in either method of construction pre-start and post construction surveys are conducted, of the schools buildings adjacent to the school's boundaries to monitor for any damage caused as a result of the construction methods used. v. Details of noise construction limits are set in consultation with the Council's Environmental Health Officers and that Officers monitor should these noise limits be exceeded during the construction adjacent to the school. vi. Details of Construction Traffic Management arrangements in the interests of pedestrian and vehicle safety near the schools. The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reason:</u> To ensure that the impact of the proposed construction does not impact on the health and well-being of students and staff, parents at nearby schools. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
31	Acoustic Screening All shaft work areas will be bound on all sides by solid site hoarding, to a height of 2.4 meters. The hoarding shall be constructed from solid, imperforate panels with a minimum mass of 10 kg/m². The edges and joints between panels will be sealed to ensure full acoustic integrity. Where the Construction Environmental Management Plan (CEMP) identifies acoustic control as a priority near noise-sensitive locations (including but not limited to residential premises, hospitals, schools), the site hoarding shall be enhanced to achieve a mass not less than 17 kg/m². The open-cut sections of the pipeline, specifically Sections P2 and P9, shall not be enclosed by hoarding. However, mobile noise barriers in accordance with details to be agreed pursuant to Condition 30(ii) shall be used as a minimum during construction works near St Thomas More's School and Bidbury School, to break the line of sight between the noise sources and the schools. Where necessary, additional fixed acoustic barriers shall also be provided to achieve effective noise control. <u>Reason:</u> In the interests of the amenities of local residents and to safeguard the health and well-being of residents and other land users during construction. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

32	Dust Control Method Statement No development (including demolition and site clearance) shall take place until a Dust Control Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Dust Control Method Statement shall include, but not be limited to: i. A summary of the dust-generating activities (e.g., demolition, earthworks, material handling). ii. Mitigation measures to control dust emissions, such as: iii. Dust suppression techniques (e.g., water spraying or damping down). iv. Covering or sheeting of stockpiles and vehicles transporting loose materials. v. Wheel washing for vehicles leaving the site. vi. Limiting vehicle speeds on unpaved site roads. vii. Procedures for monitoring visible dust emissions during works. viii. Identification of a site representative responsible for dust management and mitigation. The approved Dust Control Method Statement shall be implemented during the construction works. <u>Reason:</u> To minimise the impact of dust emissions on local air quality and the amenity of neighbouring occupiers, in accordance with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).
33	Details of Works Area/Compounds Notwithstanding the details provided with the works areas Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) the following details shall be provided prior to works commencing at each compound works area location: i. Location of plant and compounds and other storage facilities. ii. Details of the external appearance of welfare, site offices, facilities including location of windows. iii. Details of boundary treatments and temporary and site specific acoustic screening. iv. Details of service and delivery times. v. Details of acoustic screening and plant insulation including generators vi. Details of named site contact at the works location. vii. Reinstatement works along boundary and screen planting. viii. Details of any generators, their operational requirements. The development shall be carried out in accordance with the approved details and retained thereafter. <u>Reasons:</u> In the interest of residential amenity, air quality and appearance and character of the area. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

34	Landscape Details, Management and Maintenance – The landscape reinstatement shall be carried out in accordance with the approved plans set out in Condition 3 and subject to the details below. The phases subject to a Reserved Matters Application full details of the landscaping of that parcel, landscaping details shall be submitted to and approved by the Local Planning Authority prior to first use. The details shall include: (i) Written specifications (including cultivation and other operations associated with plant and grass establishment, (ii) Planting methods, tree pits & guying methods (iii) Details of all translocated trees and replacement tree planting. (iv) Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, (v) Retained areas of grassland cover, scrub, hedgerow, trees and woodland (vi) Manner and treatment of watercourses, ditches and banks, (vii) Details of all hard surfaces, such as paths, access ways, seating areas and parking spaces, including their appearance, depth and permeability, (viii) A timetable for implementation of the soft and hard landscaping works. The scheme of Landscaping Works shall be implemented in accordance with an approved timetable in agreement with the LPA. In respect of the approve landscaping reinstatement works, and future RMA Phases any plant which dies, becomes diseased or is removed, within 10 years shall be replaced with another of similar type and size, unless otherwise agreed in writing by the Local Planning Authority. (ix) A long term maintenance and management plan for all landscaping and replacement tree planting. <u>Reason:</u> In the interests of visual amenity and managing impact on the existing habitats.
35	Hours of Construction No construction shall take place outside the hours of 08:00-18:00 Monday to Friday or 08:00-13:00 on Saturday and no Sunday or Public Holiday working, with the following exceptions of: • Specific works agreed in writing with the Local Planning Authority in advance, including details of the task, dates, and duration of works, and and the noise and vibration control measures to be implemented, including any nighttime or 24hr working including locations and duration. • The P1 Under Track Crossing (UTX) works beneath the railway, which are permitted to operate on a 24-hour basis as assessed within the Environmental Statement and agreed with Environmental Health. • Such works may be undertaken only where they have been agreed in writing in advance with the Local Planning Authority (LPA). <u>Reason:</u> In the interest of residential amenity, air quality and appearance and character of the area. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).

36	Use of Raw Water Only The approved pipelines shall only be used to transport raw spring water and not for the use of any treated recycled water. <u>Reasons:</u> To ensure the proposed development meets the description of development and the approved reservoir project (under S73 Application Havant Borough Council Ref APP/24/00312 and East Hampshire District Council ref 51680/012 which allows the storage of raw water only.
37	Tree Site Visit A pre-construction site visit between Havant Borough Council Arboricultural Officer, Contractors Appointed Arboricultural Consultant must take place once tree protection is in place at any phase and agreed in writing by the Local Planning Authority. <u>Reason:</u> To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.
38	Phasing Plan Prior to the commencement of development, a detailed phasing plan for the development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing plan and no variation shall be made without the prior written approval of the Local Planning Authority. Approval will not be given if in the reasonable opinion of the Local Planning Authority the proposed variation creates new environmental impacts which exceed the range or scale of those measured and assessed in the Environmental Statement (including the further information) and which the Local Planning Authority considers may require further or additional mitigation measures. <u>Reason:</u> The Environmental Impact and merits of the proposed development have been assessed on this basis

Informatives

Other Important Information:

(1)	This notice only relates to the decision of Havant Borough Council as Local Planning Authority under the Town and Country Planning Acts. It does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.
(2)	Your attention is drawn to the attached information regarding firstly your right to appeal to the Planning Inspectorate, if you are aggrieved by the Council's decision, and secondly the rights of an owner to, in certain circumstances serve a purchase notice on the Council. See www.planningportal.co.uk
(3)	Any failure to adhere to the details of the approved plans, and other documents or to comply with any conditions listed above may lead to enforcement action being taken by the Council. If you wish to depart from the approved details or conditions in any way you should contact the Planning and Development service at the Plaza or by telephoning 023 9244 6015

(4)	In accordance with paragraphs 39-51 of the NPPF (December 2024) Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by: • Offering a pre-application advice service, and • Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and, In this instance: • Issues raised by the application were discussed with the Applicant and revised plans/information submitted enabling a positive recommendation to be made.
5	<u>Sport England</u> The restoration scheme for playing field land should be undertaken by a suitably qualified specialist sports turf consultant/contractor/agronomist. The applicant should be aiming to ensure that any replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch sport National Governing Bodies.
6	<u>National Highways</u> The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up. Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption. These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.
7	<u>Hampshire Fire and Rescue</u> <u>Building Regulations: Access for Firefighting</u> Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations. <u>Hampshire Act 1983 Section 12 – Access for Fire Service</u> Access to the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (Access to buildings within the site will be dealt with as part of the building regulations application at a later stage). Access roads to the site should be in accordance with Approved Document B5 of the current Building Regulations. <u>Fire and Rescue Services Act 2004</u> The following recommendations are advisory only and do not form part of any current legal requirement of this Authority.

	<u>Access for High-reach Appliances</u> High reach appliances currently operated by the HIWFRS exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high-reach appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building. <u>Water Supplies</u> Additional water supplies for firefighting may be necessary. You should contact the Water Management Team, Hampshire & IOW Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (hydrants@hantsfire.gov.uk) to discuss your proposals. <u>Testing of Fire Safety Systems</u> HIWFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles. <u>Fire-fighting and the Environment</u> Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place. This of course could lead to the total loss of the building and its contents. Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.
8	<u>Public Rights of Way Informative(s):</u> 1. Nothing connected with the development, or its future use, shall have an adverse effect on the Public Rights of Way, which must always remain available for safe public use at all times. 2. Should the developer identify the need to temporarily close or adjust a PROW, they should follow the guidance on the Hampshire County Council website. This includes further information on the duties as a land owner and/or developer, found at Landowners guide to public rights of way Hampshire County Council (hants.gov.uk). 3. No vehicles (including builder's and contractor's), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the public right of way at all times. 4. Granting of planning permission does not grant the applicant access rights to the site via the PROW network and separate consent is required.

	5. All vehicles that would be legitimately accessing the site via a Public Right of Way should give way to public users, which could include horse-riders and cyclists, at all times. In cases with legitimate vehicular access a Construction Traffic (or Environmental) Management Plan (CTMP) should be submitted to, and approved by, Hampshire Countryside Service as Highway Authority prior to any approval by the Planning Authority, and prior to commencement, to ensure the protection of biodiversity and public safety. 6. No works to the surface of the Public Right of Way shall be carried out without prior approval of the Area Countryside Access Manager. Any damage caused to the surface of the Public Right of Way by construction traffic will be required to be restored to the satisfaction of the Area Countryside Access Manager upon the completion of the build.
9	<u>Environment Agency Informative (s)</u> All wastes arising from this development must be dealt with under an appropriate regulatory framework. Dewatering activities need to be done under an appropriate regulatory framework, and may require an environmental permit. A watching brief should maintained throughout the development for the evidences of any Dolines/swallow holes or solution features. If any features are identified they should be appropriate managed so there is not risk of impact to the underlying chalk aquifer or associated Source protection zone. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place: • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal) • on or within 16 metres of a sea defence involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission For further guidance please visit https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk. For site specific permitting advice please contact email: robert.waite@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.
10	<u>Network Rail Informative (S)</u> The developer must ensure that their proposal, both during construction and after completion does not: • encroach onto Network Rail land • affect the safety, operation or integrity of the company's railway and its infrastructure

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

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

Future maintenance

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

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

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

Plant & Materials

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

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

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

Piling

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

Fencing

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

Lighting

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

Noise and Vibration

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

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to

	prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing. Landscaping Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway. Existing Rights Whilst not a planning matter, we would like to remind the applicant of the need to identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail. Property Rights Notwithstanding the above, if any property rights are required from Network Rail in order to deliver the development, Network Rail's Property team will need to be contacted. If you would like to discuss any of the above, please contact your local Network Rail's Asset Protection team: Anglia: AssetProtectionAnglia@Networkrail.co.uk Kent and Sussex: AssetProtectionLondonSouthEast@NetworkRail.co.uk Wessex: AssetProtectionWessex@NetworkRail.co.uk To identify your route, please use the link: https://www.networkrail.co.uk/running-the-railway/our-route
11	This permission was granted subject to a planning obligation agreement made under Section 106 of the Town & Country Planning Act 1990 dated 17/09/2025 which requires: (1) A community contribution totalling £50,000 towards off site recreational uses. (2) An Employment Skills Plan. (3) Public Right of Way diversions which includes: Commuted sums to be payable to Hampshire County Council for the surface and structures of the proposed diversion of Footpath Havant 34. The sums shall be in accordance with the Highways Authority standard values and lifecycle multipliers for the unbound surface and the bridge. The permissive public access right to cycle the route of Footpath Havant 34 for that length of

	FP34 that is within their land ownership in perpetuity. (4) Monitoring Fees. (5) Highway Works (HCC) and Site-Specific Transport Improvements (HCC) – including: (i) Prior to commencement of the development to implement the addendum travel plan and pay all associated approval, monitoring and bond requirements. (ii) Prior to the commencement of any works area to submit the detailed compound arrangements and reinstatement works inclusive of access details, all works on the highway and any works to the Public Right of Way network. (iii) Prior to the commencement of any works area to have entered into a S278 agreement in relation to the technically approved compound arrangements and to have completed these works to the satisfaction of the Highway Authority in accordance with the approved plans. (iv) Within 2 months of the completion of the works within any works area for the reinstatement works to be completed to the satisfaction of the Highway Authority (unless otherwise agreed in writing) in accordance with the approved plans referenced within this response for each works area. (v) Prior to commencement of any works to the Purbrook Way, Dunsbury Way or Middle Park Way culvert for the applicant to have entered into a S278 agreement with the Highway Authority to enable delivery of the required improvement works. This requires the entering of the S278 Technical Approval process and agreement to an appropriate commuted sum to cover the maintenance requirements for the benefit of the emergency plan for the life of the reservoir.
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Steve Weaver
Development Manager

22 September 2025