

BUSHY LEASE TO DUNSBURY PARK FOOTWAY

Design and Access Statement



CLIENT: HAVANT BOROUGH COUNCIL

Issue no:	1.0	Civil Engineering and Landscape Team
Date:	14 May 2025	
Updated		
Approved:		

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1 Summary

- 1.1 This Design and Access Statement (DAS) explains the process by which the proposed design has been conceived and the various considerations made.
- 1.2 This project will create a further section of a strategic sustainable access route for use by pedestrians, cyclists and mobility vehicles between Havant and Waterlooville avoiding alternative busy roads or indirect routes; and will look to provide a link between Park House Farm Way with Hulbert Road as part of a longer route between the two town centres and will give improved countryside access.
- 1.3 The proposal supports the Prosperity Havant agenda by providing a more direct walking and cycle route between the two main centres of the Borough whilst at the same time improving access to the new Dunsbury Hill Business Park and the wider countryside.
- 1.4 Footpath 508 would be upgraded north of Park House Farm Way, with a new bridged crossing of the Hermitage Stream in turn linking to a new section of track to be built joining into Fitzwygram Way near to the Hulbert Road roundabout to deliver a completely off-road route from Havant town centre as far as A3M junction 3.
- 1.5 Other paths in the area would be upgraded to a rural standard reflecting the sensitivity of the woodland environment. Connections of these paths into various parts of the Dunsbury Hill Business Park infrastructure would create a relaxing woodland and countryside environment where walks and cycle rides could be enjoyed during breaks.
- 1.6 The Environment Agency is pursuing a programme of improving the environment and water quality of the Hermitage Stream and would be able to provide match funding due to the positive effect of the new route on the river including better maintenance access and improved interpretation of the historic and natural surroundings.

2 The Footway today

- 2.1 This semi-rural public right of way is designated at Footway 508 and is a popular public route located off Park House Farm Way just south of the junction with Ramsdale Avenue running behind property number 141 Park House Farm Way in Leigh Park. Continuing adjacent to the rear of the properties in Ramsdale Avenue and Hermitage Stream it heads due north adjacent to Ramsdale Woods and the adjoining open grassland, keeping to the eastern side of Hermitage Stream. At the northern point of the footway, it heads away for Hermitage Stream and following a south easterly arc it eventually runs back towards the rear of properties 83 and 85 Ramsdale Avenue.
- 2.2 It is in most parts a trodden grass footway with sections that are laid with gravel or stone material, and the quality of the route may vary depending on the weather conditions and the state of the surface, particularly in low-lying areas that are prone to ponding and can become quite boggy.

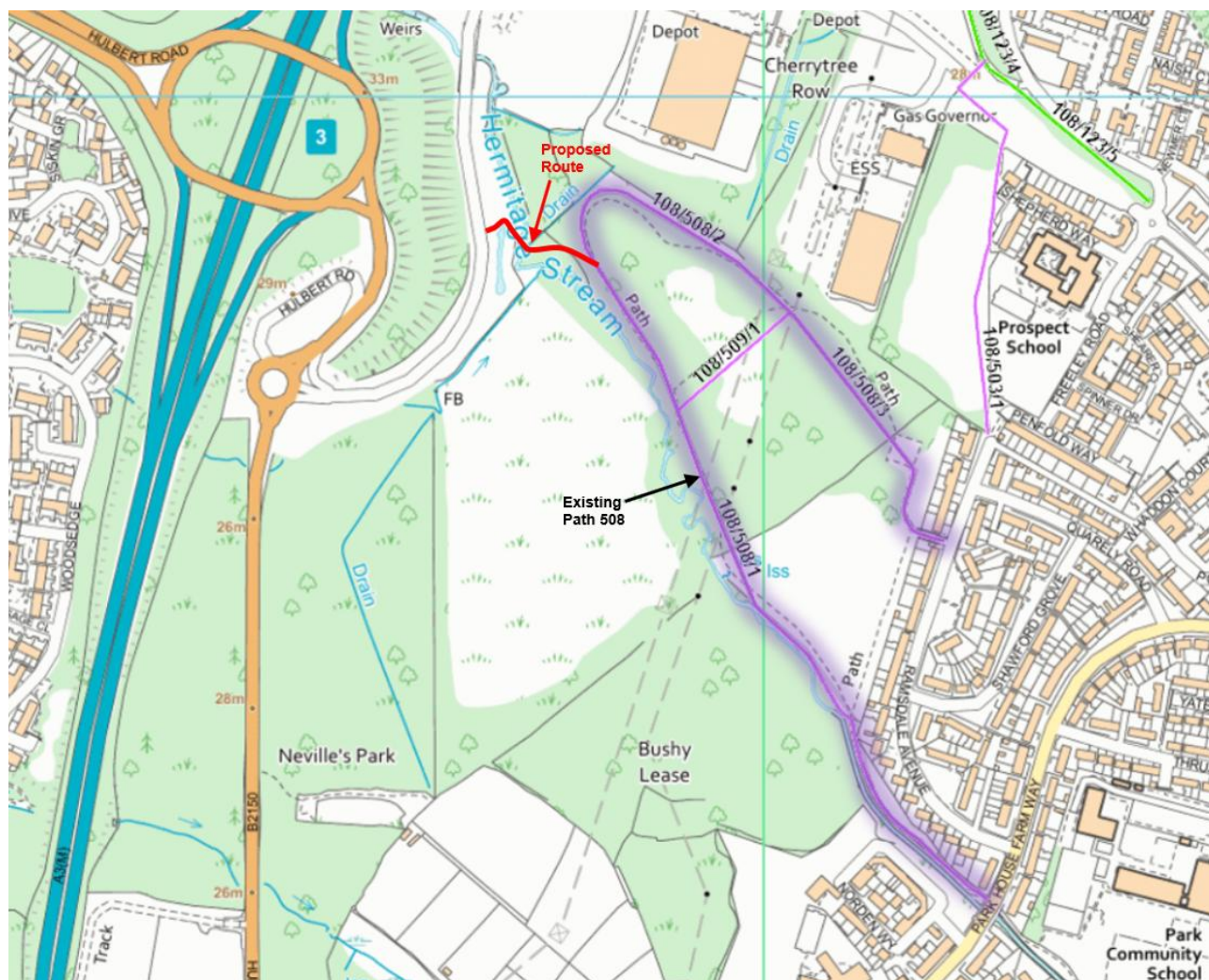


Figure 1 – Existing and proposed routes



Photo 1 - South-east section of the existing path 508 from Park House Farm Way.



Photo 2 – Continuing on north path 508 existing kissing gate (to be removed) at the rear of the residential property fence.



Photo 3 – Beyond the properties, Bushy Lease / Ramsdale Woods to the left and approaching the open grassland area to the right.



Photo 4 – Path 508 on the periphery of Ramsdale Woods and adjacent to the open grassland area.



Photo 5 – Looking back southwards towards the residential properties and fenceline

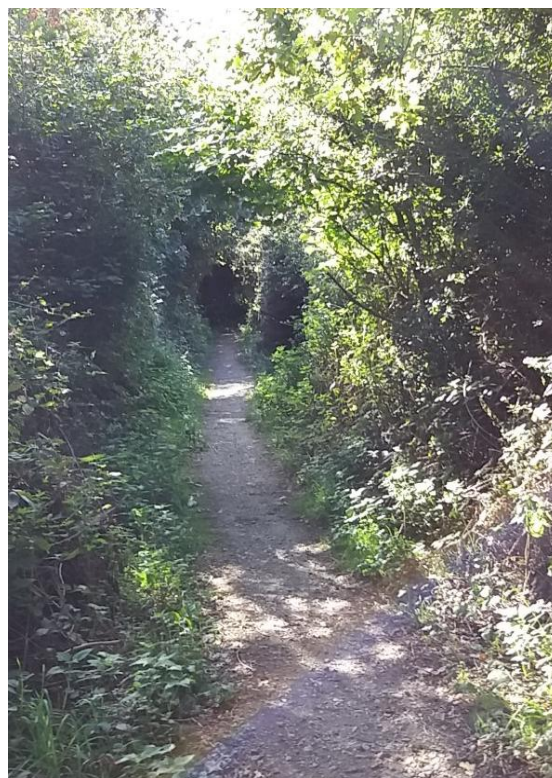


Photo 6 – Path continuing through the Wooded area northwards



Photo 7



Photo 8 - Hermitage Stream section within the woods adjacent to the proposed route



Photo 9 – Area through woods for new path to run through to Fitzwygram Way



Photo – Verge on Fitzwygram Way where the new path will join the highway

3 Development rationale

- 3.1 The route will form part of a sustainable access route for use by pedestrians, cyclists and mobility vehicles between Havant and Waterlooville avoiding alternative busy roads or indirect routes.
- 3.2 The proposal supports the Prosperity Havant agenda by providing a more direct walking and cycle route between the two main centres of the Borough whilst at the same time improving access to the new Dunsbury Hill Business Park and the wider countryside
- 3.3 The route is being constructed to HCC Countryside design standards which will act as subbase should it be upgraded to a tarmacked route in the future.
- 3.8 The scheme layout is shown in five drawings HBC-2019_16-PD-00010 to HBC-2019_16-PD-00012.3 with the planning ('red line') drawing numbered HBC-2019_16-PD-00010.

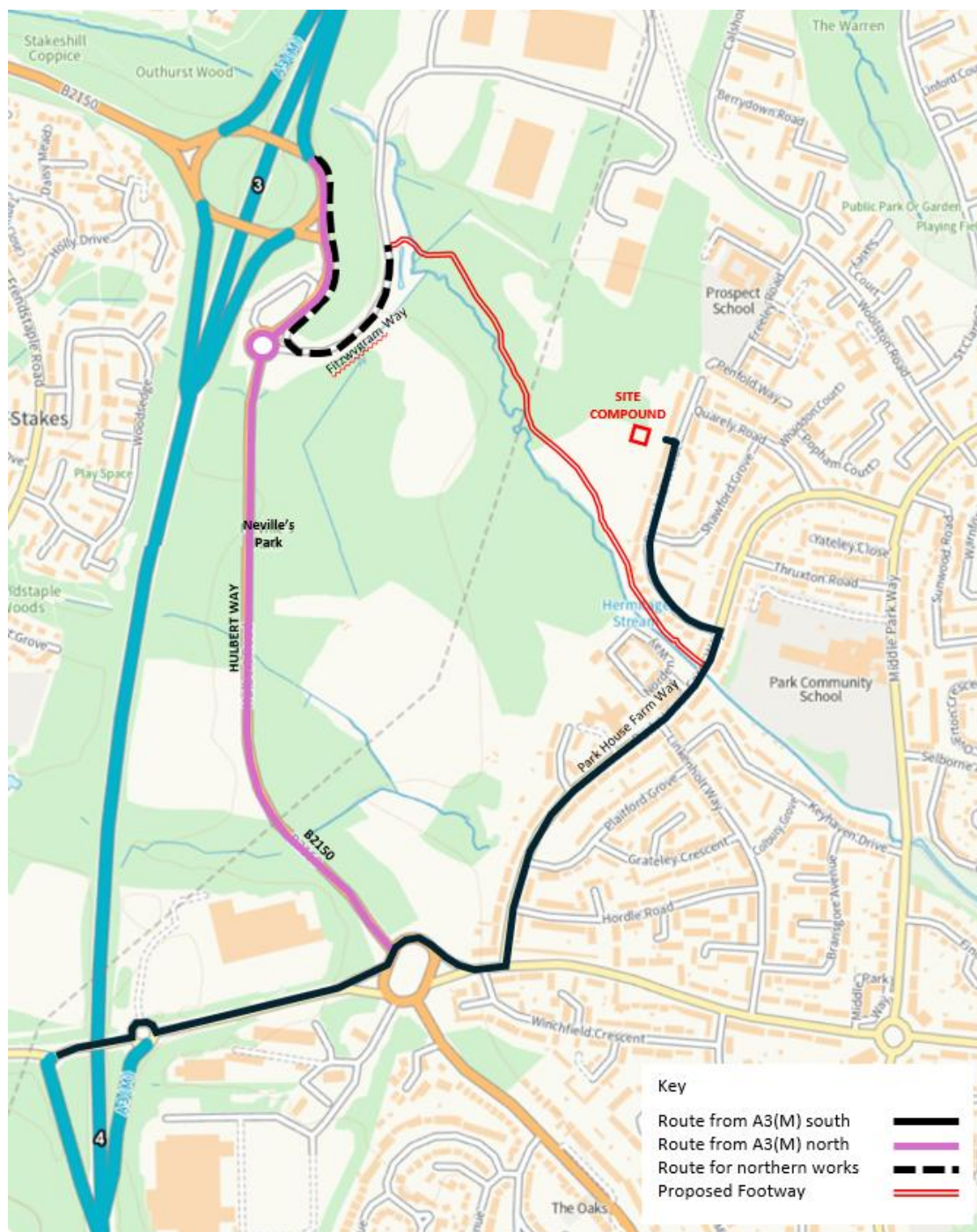
4 Drainage

- 4.1 Two small perforated pipes will be required under the footway between CH-240 and CH-260 to prevent ponding. The location of the pipes is shown in drawing 2019_16-PD-00012.2.

5 Footpath construction

- 5.1 The footpath will be constructed in accordance with Hampshire County Council Countryside standard details, where the existing rural constructed footpath and trodden path will be formalised and widened to 3m. This is discussed below and a typical cross section of the footpath construction is shown in drawing 2019_16-PD-00012.2.
- 5.2 The construction procedure would be as follows:
- Create site compound access from Ramsdale Avenue in the grassed area via the gated access in between residential properties Nos. 83 and 85 Ramsdale Avenue and fence off the working area.
 - Strip topsoil from working area and stockpile adjacent
 - Import fill material to shape
 - Where adjacent to tree and root protection measures are required Cellweb or similar proprietary geocellular confinement system is to be installed and footway to be constructed on top.
 - Replace topsoil onto new landform either side of the new footway. Any excess topsoil to be reused in the proposed area of mitigation.
 - Seed and landscape all areas of newly laid topsoil
- 5.3 On completion the temporary site compound and access from Ramsdale Avenue will be removed and reinstated to grass verge.
- 5.4 The volume of material to be imported will require agreement of a construction management plan. It is proposed that the number and size of lorries to be used to bring the material to site be as follows:
- Maximum vehicle size: 16T (equivalent 8m³ bulk)
- Maximum number of deliveries per hour: 4 (four)
- Hours of working: 0700 – dusk Monday – Friday; 0700 – 1200 Saturday.
- Hours of delivery: 0900 – 1600 Monday – Friday; 0900 – 1100 Saturday.

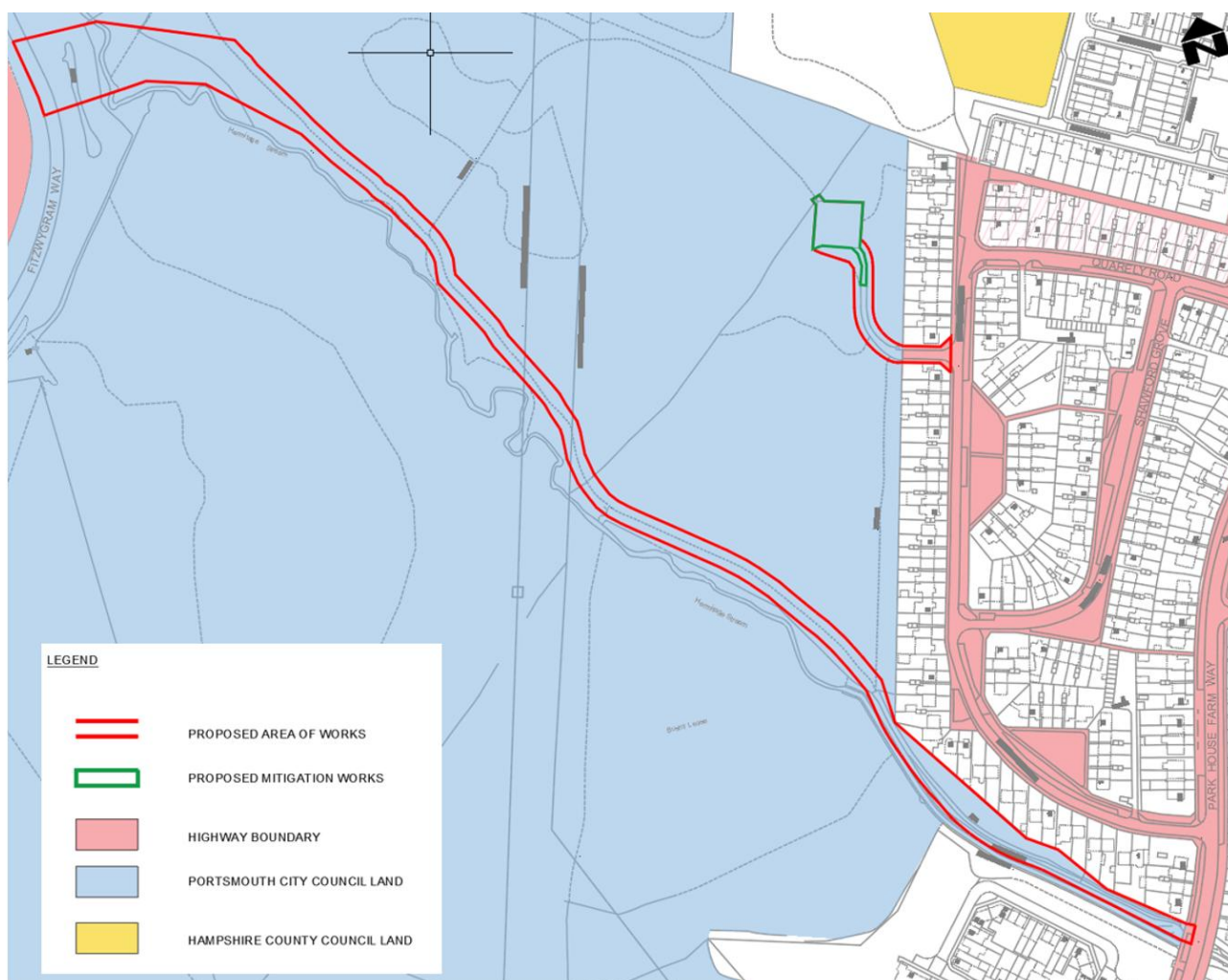
- 5.5 These proposed working and delivery hours reflect that the route will be through a residential area on a road (Park House Farm Way and Ramsdale Avenue) which is in close proximity to the rear of several residential properties as well as being an access to an existing bridleway.
- 5.6 Wheel washing will be available within the site compound to ensure mud is not carried onto the surrounding roads.
- 5.7 Access will need to be formed from the public highway into the site. This is proposed from Ramsdale Avenue via the gated access in between residential properties Nos. 83 and 85 Ramsdale Avenue



Routing to site from A3M junction 4 and 5 © Ordnance Survey licence AC0000820867

6 Land ownership

6.1 The land is in the ownership of Portsmouth City Council.



7 Ecology

- 7.1 Sites of Importance for Nature Conservation (SINCs). SINCs form a vital component of the biodiversity of Hampshire alongside statutory designated sites such as Sites of Special Scientific Interest. Some of the most important wildlife sites in Hampshire are protected as Sites of Special Scientific Interest (SSSIs). But there are many other important wildlife sites which also contribute to the ecological network in the County.
- 7.2 To safeguard these sites, they are designated as Sites of Importance for Nature Conservation (SINCs). SINCs are also known nationally as Local Wildlife Sites. They represent a legacy of good management and rely upon continued stewardship by landowners. Designating a SINC raises awareness of its importance for wildlife particularly with regard to planning and land management decision making.
- 7.3 The footpath to be constructed falls within a SINC area, as can be seen below:



8 Conclusion

- 8.1 The DAS demonstrates that the works can be built in accordance with all identified ecological, construction management and technical requirements.