

1st June 2021

By email to:

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Please ask for
Our Ref
Your Ref

Dear Mark

Please find below our **Written submission to Havant Borough Council Development Management Committee from Portsmouth Water - in support of outline planning application APP/20/00991 for Havant Thicket Reservoir pipeline**

In addition to Havant Thicket Reservoir itself, we need to construct a pipeline to transport water from Bedhampton Springs to fill the reservoir, and, when required, draw the water out to treat at our Farlington treatment works before putting it into supply.

The water from the reservoir would be used to supply our customers and enable a transfer of up to 21 million litres of water a day to Southern Water at the boundary of our network when needed – this would allow Southern Water to supply its customers, while reducing the amount of water it takes from the rare and environmentally-sensitive chalk streams, the River Test and River Itchen.

The pipeline would run south from the reservoir, through Leigh Park before passing under the railway line at Bedhampton to finish at our Bedhampton works on the southern side of the tracks.

We have worked hard to develop the best possible route for the pipeline, taking into account a range of factors, including:

1. Environmental impacts and sustainability
2. Minimising disruption to local communities and traffic
3. Health, safety and well-being of the people building the pipeline and maintaining it
4. The engineering challenges to construct the pipe
5. Overall costs

This has enabled us to come up with a route that minimises the impact on the community, environmentally-sensitive areas and areas of open space with trees and grass. We have engaged with landowners and residents along the route to raise awareness, elicit feedback and minimise concerns wherever possible.

Most of the pipe would be installed using an 'open cut' method, where we dig down from the road or land, lay the pipe and then fill in the ground above. Of course, anywhere we dig will be

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fully restored to the highest standard to blend naturally into the landscape, with planted areas maturing over time.

In some places, such as under the railway line at Bedhampton, we will tunnel underground using a 'pipe jacking' method, to push the pipe into place from one open cut hole to another. Where we cross the Riders Lane and Hermitage streams, we also plan to take the opportunity to improve these local watercourses.

We will carry out the work to install the pipeline as quickly as possible and with as little disruption as possible. We fully recognise there will be some impact, but we really want to emphasise our commitment to having ongoing close liaison with the local community, so we can take the best possible approach and make sure the pipeline can be put in as smoothly and efficiently as possible.

As always, safety will be our number one priority, both for local communities and for our teams working on the pipeline route. The industry has extensive experience on installing pipelines with the greatest regard to safety, communities and the environment and we will ensure best practice is employed here.

We are well placed for this, with excellent working relationships built up with key local community representatives via our Havant Thicket Reservoir stakeholder group. The contractors working on the pipeline will also liaise closely with the community, both before and during construction. In particular, we'll continue to engage closely with the local schools along the route and Bedhampton Community Centre to minimise any impact on them, working in these areas outside term-time, and we'll prioritise vulnerable customers along the route for additional support.

Using feedback and input from residents and stakeholders, we'll develop a comprehensive and detailed pipeline construction plan, which we will share for further feedback via the planning process and wider publicity – all to make sure we get things right. Our fully developed plan would be submitted as a detailed planning application, setting out in-depth information on construction and traffic management.

For this detailed plan, we will look at:

1. Limiting the working areas, to reduce disruption to footpaths, residents and local roads
2. Setting alternating routes for construction traffic to relieve congestion
3. Routing construction vehicles along main roads, such as the A3(M), to divert them away from residential areas for most of their journeys
4. Avoiding trips by Heavy Goods Vehicles (HGVs) in the morning and evening peak times and restricting the number of HGV journeys each day
5. Phasing work around other planned works to manage disruption
6. Staggering site activities to reduce traffic
7. Putting in noise insulation measures where appropriate.

We would welcome your support today to deliver this much-needed resilience for water supplies, protect rare chalk streams and deliver the wider scheme benefits.

Yours sincerely



C R TAYLOR
Chief Executive Officer