Mr and Mrs A Sheen
[redacted]

9 November 2026

To: The Examining Authority, Hampshire Water Transfer and Water Recycling Project (WA010002)
From: Mr and Mrs A Sheen (applied as an interested party 9 Nov 26)

I reside at [redacted], situated approximately 100 metres from the proposed Construction Compound L-10, as identified on Sheet 25 of the Works Plans [APP-014]. My household includes my immediate family, notably my [redacted], whose daily environment and well-being will be directly affected by this development.

Highbridge Road serves as our primary route for daily school runs and walking our family dog.

We strongly object to the siting of Construction Compound L-10 in this field and formally request that the Examining Authority rigorously examine its location, necessity, and environmental and community impacts.

I first became aware of the proposed compound adjacent to our home in late October 2026 via informal communication from neighbours. To date, I have received no formal written notification or consultation material from Southern Water regarding this site. Consequently, I was unable to submit a Relevant Representation by the August 2026 deadline. I respectfully request that the Examining Authority exercise its discretion to accept this representation and register me as an Interested Party.

Southern Water's own report, *Construction Compound L-10 Overview and Background* (October 2026), written after a site meeting with residents on 13 October 2026, confirms that:

- the compound was first shown in the Summer 2024 consultation, within a Book of Plans (para 3.3.4);
- in that consultation only landowners within the draft Order Limits received letters; most of Colden Common received leaflets, posters, newspaper notices or social media posts (para 4.4.3);
- the compound was first proposed west of Highbridge Road and was moved to its current site, beside homes, after engagement with Natural England and the Environment Agency (para 3.4.4);
- Colden Common residents were not consulted at all in Spring 2026 (para 4.4.6).

Furthermore, the agricultural tenants occupying the land granted survey access for three years without being informed that a construction compound was planned on the site (Relevant Representation of M[redacted], 21 August 2026). Given this lack of transparency with

direct occupiers, neighbouring residents could not reasonably have anticipated the proposal. We request that the Examining Authority require Southern Water to provide a detailed timeline demonstrating when and how affected residents adjacent to L-10 were informed of the site location and its subsequent relocation east of Highbridge Road.

Southern Water forecasts the following for L-10 (its report, Table 1, drawn from the Framework Construction Traffic Management Plan [APP-414]):

Vehicles	Average two-way trips per day	Peak two-way trips per day
Light goods vehicles	119	260 (for 4 months)
Heavy goods vehicles	19	75 (for 4 months)

The proposed construction phase spans 17 months. All Heavy Goods Vehicles (HGVs) will route from M3 Junction 11 via the B3335, with site access crossing both the footway and an existing bus stop on the east side of Highbridge Road, managed solely by a single traffic marshal (paras 2.4.4–2.4.5). This stretch of road is derestricted (60 mph), with vehicles accelerating rapidly past Church Lane heading south and maintaining speed northbound through the curves. Despite the speed limit, the footway is heavily used by pedestrians, school children, dog walkers, cyclists, and horse riders, particularly in winter when the alternative Itchen Navigation path is impassable. Given these operational dynamics, a single traffic marshal represents grossly inadequate mitigation for up to 75 HGV movements daily.

Standard working hours are proposed as 07:00 to 19:00 on summer weekdays, 07:00 to 17:30 in winter, and 07:00 to 17:00 on Saturdays (para 2.2.1). However, Southern Water indicates that 24-hour, Sunday, and bank holiday working may be required for tunnelling, subject only to advance council notification (para 2.2.2). As L-10 serves as the launch shaft for the River Itchen tunnel, continuous operations are anticipated. The principal bedrooms and main living spaces of our home face directly toward the site, including the bedroom of our disabled child. Our family moved to Highbridge specifically to secure a low-sensory, peaceful environment essential for his care, which continuous industrial operations would severely compromise.

While Southern Water estimates a 17-month duration for L-10 (para 2.3.2) within a five-year construction window starting in 2028, it explicitly notes that the shaft position remains unfixed and could be relocated closer to Highbridge Road (para 2.1.5). This lack of spatial fixity prevents residents and statutory bodies from accurately evaluating noise, dust, and visual impacts.

Southern Water's Environmental Statement identifies the western hedgerow of the compound as an important hedgerow (ES Figure 8.9 [APP-239]). The applicant should clarify the exact extent of hedgerow removal required for site access and specify the precise mitigation and replacement strategy for loss of linear habitat along the northern corridor toward Lordswood.

Additionally, ecology surveys confirm mature trees adjacent to the compound feature roosting potential for multiple bat species, potentially supporting a maternity roost, yet mitigation relies on a minimal 10-metre buffer (paras 5.2.1–5.2.2). Local observations confirm regular twilight foraging by bats, as well as nesting Tawny and Barn Owls. Full nocturnal baseline surveys and binding light-spill controls must be secured prior to determination.

I support the Relevant Representation of [redacted] occupy the field.

We propose that Southern Water:

1. Relocate the compound away from homes, or reduce it to the minimum needed for the shaft, with a full comparison of alternatives that includes a smaller footprint.
2. Require Southern Water to explain why residents adjoining L-10 were never directly notified.
3. If L-10 remains, secure the following as requirements in the Development Consent Order:
    a. a maximum period of use at L-10;
    b. a fixed shaft location, or a minimum distance from homes;
    c. no night, Sunday or bank holiday working except defined tunnelling operations, with advance notice to residents;
    d. noise, vibration, dust and lighting limits, monitored at the nearest homes;
    e. HGV restrictions outside school and peak hours, a reduced speed limit, a safe pedestrian crossing and a relocated bus stop;
    f. acoustic hoarding, a named community liaison officer and a 24-hour contact line;
    g. full reinstatement of the land.
4. Include L-10 and Highbridge Road in the Examining Authority's accompanied site inspection.
5. Notify every household within 500 metres of L-10 directly at each future stage.
6. If the compound remains, Southern Water should commit to fair compensation for neighbouring households, covering disruption, loss of amenity and any fall in property value during construction, and this should be secured in the Development Consent Order rather than left to later negotiation.

This submission was prepared using template structuring assisted by AI analytical tools, incorporating data from Southern Water's L-10 Overview Report (October 2026) and published representations. All factual statements regarding my household, location, and specific impacts have been personally verified and accurately reflect our circumstances.

Signed

Mr A F and Mrs C E Sheen