To: The Examining Authority, Hampshire Water Transfer and Water Recycling Project (WA010002)

From: Frank Springate, [redacted]

Interested Party reference: Not yet registered: see section 2 **Date:** 22 November 2026

Written representation: Construction Compound L-10, land east of Highbridge Road (B3335) and north of Wardle Road, Highbridge

Summary: I object to Construction Compound L-10 next to homes on Highbridge Road. Neighbours were never told about it directly. It would bring up to 75 HGV movements a day onto a fast, flood-prone road, possible night working for 17 months or more, and risks to bats, the River Itchen and historic landfill. I ask for the compound to be relocated or reduced; if it stays, for binding limits in the DCO, a site inspection, landfill and pollution information, and a voluntary compensation scheme for neighbouring homes.

1. Who I am and how I am affected

I live with my wife, [redacted] which is about 400 meters from Construction Compound L-10, shown on Sheet 25 of the Works Plans [APP-014]. We are therefore likely to suffer from additional noise during the construction work at the compound. [redacted] is the continuation of Wardle Road and is our only access to Highbridge Road. This is already a busy road subject only to the national speed limit, The additional traffic generated by the construction work will make access to Highbridge Road more hazardous unless traffic calming measures are included as part of the plans. I object to the use of this field as a construction compound and ask the Examining Authority to examine its location and impacts in detail.

2. Why I am writing now

I first learned that a compound would be built close to my home in October 2026, by word of mouth from neighbours. I have never received a letter from Southern Water about the compound. Furthermore, although we live within 250 meters of the pipeline, we did not receive any letters from Southern Water inviting us to take part in any formal consultation exercises. I therefore did not submit a Relevant Representation by August 2026. I ask the Examining Authority to accept this representation and to register me as an Interested Party.

3. Consultation did not reach the people most affected

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).

The family who occupy the field allowed survey access for three years without being told it would become a compound (Relevant Representation of [redacted] August 2026). If they did not know, neighbouring households could not be expected to. I ask the Examining Authority to require Southern Water to explain when and how residents next to L-10 were told about the compound and its move east of the road.

I understand that Southern Water's land agent, Dalcour Maclaren, has since apologised in writing to at least one neighbouring resident that the compound was not brought directly to their attention (12 November 2026).

4. Construction traffic and road safety on the B3335

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 works would last 17 months. All HGVs would travel from M3 Junction 11 along the B3335, and the site access would cross the footway and bus stop used by school buses on the east side of Highbridge Road, managed by a single traffic marshal (paras 2.4.4 to 2.4.5). I do not consider one marshal adequate mitigation for up to 75 HGV movements a day on this road given the existing traffic levels and the national speed limit which applies to this road. The road is not suited to an increase in HGV traffic given the existing lorries serving the Highbridge industrial estate, the bends and poor visibility plus the flooding issues mentioned in Section 7 which leads to road closures.

5. Working hours, noise, light and night working

Standard hours would be 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). Southern Water says overnight, Sunday and bank holiday working may be needed for tunnelling, with the council only notified in advance (para 2.2.2). L-10 is the launch shaft for the tunnel under the River Itchen, so continuous working here is likely.

6. Duration and uncertainty

Southern Water expects L-10 to be used for 17 months but says this depends on the detailed programme (para 2.3.2), within a five-year build starting from 2028. The shaft's position is not fixed and could be moved closer to Highbridge Road (para 2.1.5). Residents cannot judge the impact when the main source of noise may move nearer their homes.

7. Environment and the land

- Southern Water's surveys class the hedgerow on the western side of the compound as an important hedgerow (ES Figure 8.9 [APP-239]). I ask it to confirm how much would be removed to form the access, and how it would be replaced.
- Its bat survey identifies trees by the compound with roosting features suitable for multiple bats, possibly a maternity colony, yet relies on a 10-metre buffer (paras 5.2.1 to 5.2.2). We see a lot of

bat activity around our garden at dusk and are aware of bat roosts in our wood which is approximately 400 meters from the compound. Night-time activity surveys and strict lighting controls should be required.

- The River Itchen is a protected chalk river (a Special Area of Conservation and SSSI). Pollution could reach it from the compound through run-off, drilling fluid, fuel or chemical spills and disturbed landfill, via the stream on the eastern boundary of the site. Pollution prevention measures and water-quality monitoring should be secured in the Development Consent Order, not left to later plans.
- Residents report that run-off from these fields already contributes to flooding on Highbridge Road, which is sometimes closed as a result. This makes access to our road particularly difficult, but the biggest problems are caused by overflowing sewers on Highbridge Road. I have attached photographs which I took during one of the flooding events caused mainly by run-off from the field which would become compound L10. This flooding runs down Highbridge Road and into the River Itchen. Replacing grassland with hardstanding, compacted ground and spoil heaps will make this worse. Southern Water should show how surface water from the compound will be held back so that run-off onto the road is no greater than today.
- Residents report historic landfill on both sides of Highbridge Road, including at L-10. The Environment Agency knows of the unlined landfill in the former gravel pit at Bugle Farm but doesn't have a record of the type of waste dumped here. As the tunnel would go under this landfill there will be a risk of pollutants leaching into the surrounding soil and into the River Itchen. The application documents say very little about the pollution risk from these deposits. Digging the launch shaft and running heavy plant over former landfill could release contaminants and ground gas. Southern Water should publish its records of historic landfill, including Environment Agency data, and any ground investigation or contamination assessment for L-10 and the land either side of the road. It should also explain why this risk does not favour returning to the original 2022 route to the north, which would avoid these areas.

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8. Effect on homes and property

A long-term construction compound next door is likely to deter buyers and depress prices, both while the scheme is pending and during construction. Owners who need to move may only be able to sell at a loss. Southern Water's land agent has told at least one neighbouring owner that homes outside the Order Limits may be treated as “Category 3” interests, which may be entitled to claim compensation. Yet the Funding Statement (Doc 4.2, para 3.6.4) says Southern Water has not yet identified any interest

it considers eligible in relation to blight. Even though our property isn't next to the compound, we will still be subject to noise and drive past the site to reach our house. I ask Southern Water to:

- confirm in writing whether my household is treated as a Category 3 interest, and which rights, if any, it seeks over my property;
- explain how it has assessed blight and loss of value for homes next to L-10, including those outside the Order Limits;
- set out what statutory compensation it says is available to neighbours, including under section 152 of the Planning Act 2008 and Part 1 of the Land Compensation Act 1973; and
- commit to a voluntary compensation scheme, as offered on other major infrastructure projects, covering loss of value and allowing owners who need to sell to do so at an unblighted price.

9. Other representations

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

I also support the submission of the Southern Water Action Group, a group of residents living next to L-10, supported by our ward councillors, which responds in detail to Southern Water's L-10 report.

I also understand our MP, [redacted], has written to Southern Water about these concerns.

10. What I am asking for

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, the alternative sites A to D in Southern Water's L-10 report, and a return to the original 2022 route to the north.
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. pollution prevention and water-quality monitoring to protect the River Itchen;
    h. surface water drainage so that run-off onto Highbridge Road is no greater than now;
    i. full reinstatement of the land.
4. Include L-10 and Highbridge Road in the Examining Authority's accompanied site inspection.
5. Require Southern Water to publish its historic landfill records and any contamination assessment for L-10 and the land either side of Highbridge Road.
6. Notify every household within 500 metres of L-10 directly at each future stage.
7. If the compound remains, require Southern Water to commit to a voluntary compensation scheme for neighbouring households, covering disruption, loss of amenity and any fall in property value while the scheme is pending and during construction, secured in the Development Consent Order rather than left to later negotiation.

Use of AI: This representation was prepared from a template drafted with Claude, an AI assistant made by Anthropic, using Southern Water's L-10 report (October 2026), its Funding Statement (Doc 4.2), the published representation of [redacted] and points raised by the Southern Water Action Group. I have checked, edited and personalised it, and the facts about my household are my own.

Frank Springate